

# The Autocar



*Zephyr Six*

CONSUL

**THE 'FIVE-STAR' CARS** The new 'Zephyr-Six' and 'Consul' are 'Five-Star' cars indeed! In each of these two great cars is incorporated *every* feature that contributes to motoring pleasure and satisfaction, at the absolute minimum of cost.

A 'Five-Star' car combines the following five points:  
★ Revolutionary O.H.V. Engines, 1,508 c.c. 4 cyl. in the

Consul, 2,262 c.c. in the Zephyr-Six. ("Over-Square" engine design for exceptional power and long life)  
★ Entirely new type Independent Front-Wheel Suspension with built-in double-acting hydraulic shock absorbers  
★ Hydraulically-operated brakes and clutch ★ Centre-Slung seating ★ All-Steel Welded Integral Body Construction.



**Ford**

Motoring is 'Five-Star' Motoring — The Best at Lowest Cost

FORD MOTOR COMPANY LIMITED · DAGENHAM

**PRICE'S**

**ENERGOL**



**THE OILIEST OIL**







# BRISTOL AND K.L.G.

PARIS, Thursday.  
ON the famous speed circuit at Montlhery here today Anthony Crook, 30-year-old Caterham, Surrey, racing driver, drove 104.78 miles in an hour in a standard two-litre Bristol saloon.  
This is the fastest speed recorded for an hour's run in a two-litre saloon.

*The Bristol Stock Saloon which  
recorded the fastest 1 hour run ever  
(104.78 m.p.h) by a 2 litre car was  
fitted with its standard equipment  
plugs - K.L.G. TYPE P.TEN.L.80.*

## SMITHS

## K.L.G.

SPARKING PLUGS

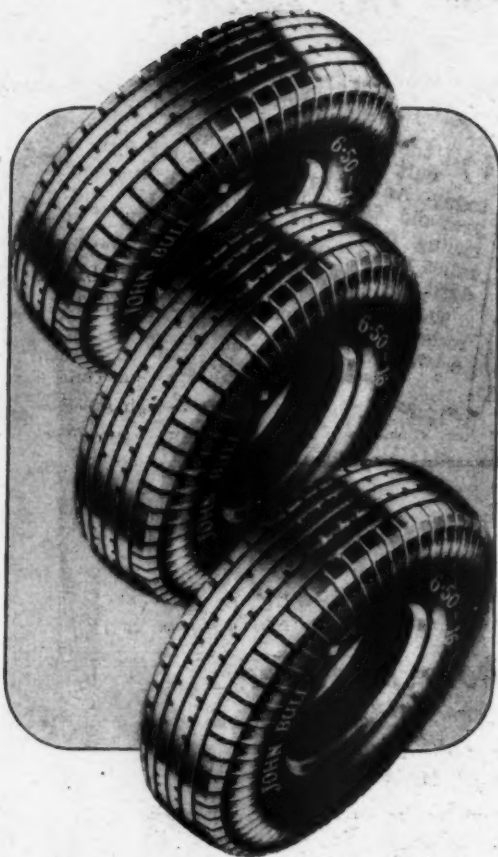
*The Finest and Fastest on Earth*

*(Subject to official confirmation)*



SMITHS MOTOR ACCESSORIES LIMITED, CRICKLEWOOD WORKS, LONDON, N.W.9  
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED





## Cutting down your motoring costs!

JOHN BULL TYRES COST LESS ★ per riding mile because of the extra value built into them. The thick, generous tread, designed for maximum road-grip and wear, lasts long after ordinary tyres have worn smooth. The foundation is in balance with the heavy tread it carries and its openly spaced rubber-surrounded cords give maximum strength with maximum flexibility for comfortable riding.

In these days of all-round increased motoring costs, value for money—such as that given by John Bull tyres—is of paramount importance to every motorist.

★ Economic distribution—from Factory to Garage without middlemen—makes possible a saving which is put into the tyre itself in the form of better materials and more of them.

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**'HEAVY TREAD'**

THE ONLY MAKE DISTRIBUTED  
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Car Cruiser  
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CHARGERS** For 250-500 A.C.  
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The needle spins again—60—70—75—silently! Instant acceleration all the way up to maximum revs. You soothe her down with a touch of the powerful hydraulic brakes. This used to be a long drawn out road but already the limit sign says 30—seems like crawling.

That's what she's famous for—performance plus comfort, proving her supremacy in international high speed duels. But—this is not a cockpit you're in—there's room for two more on that broad, soft seat alongside you. Room for two more behind—three if necessary. A supremely comfortable family saloon.

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This car is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have it in your hands. Once tried, you'll say 'I'd rather go by Javelin!'

Top speed, electrically timed, 78 m.p.h. Acceleration 0—60 m.p.h. in 22.2 secs. — ('The Motor' Road Test.) Horizontally opposed flat-four 50 B.H.P. engine.

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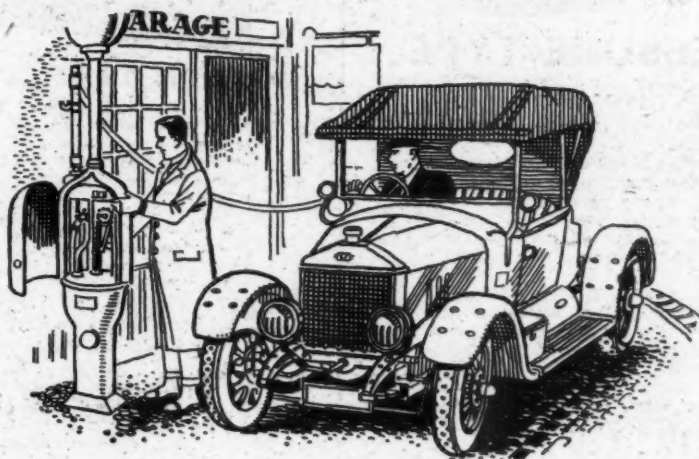


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The P.32 "Pyrene" Pressure Type Fire Extinguisher is approved by the Fire Offices Committee and meets the requirements of the Ministry of Transport for Public Service Vehicles.

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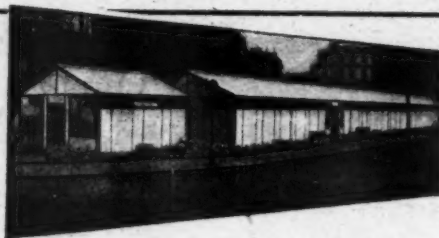
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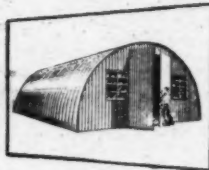
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(For the present available only in 14mm Standard,  
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# at a new price

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SPARK PLUGS**



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I enclose Cheque/P.O. value £      Please send me POST FREE a set of WIPAC SPARK PLUGS suitable

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But he *could* have made sure his brakes were efficient.

How good are *yours*? Brakes wear down so gradually . . . you may not notice.

But your repairer can tell, in a few minutes. Just ask him to test them for you, and adjust if necessary.



## HERE'S THE BEST SAFETY RULE YOU CAN FOLLOW:

*Test your brakes when you  
change your oil—  
every 2,000–3,000 miles*

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**BRAKE LININGS**

**MAKE MOTORING SAFE**

THERE IS A FERODO BRAKE LINING SPECIALLY  
MANUFACTURED FOR YOUR MAKE OF CAR

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If the answer to any of these questions is "Yes," your brakes need attention—quickly.

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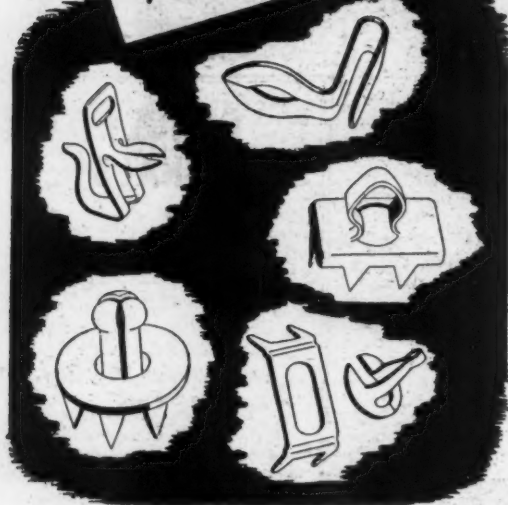
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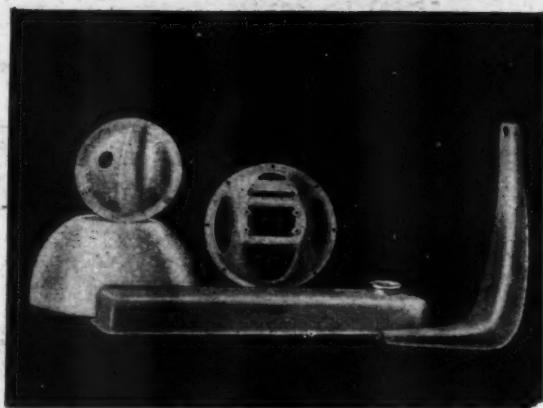
Absolutely leakproof joints on Air, Water, and Oil lines, are swiftly and easily made by using "Jubilee" Worm Drive Clips. They stand up to any pressure.

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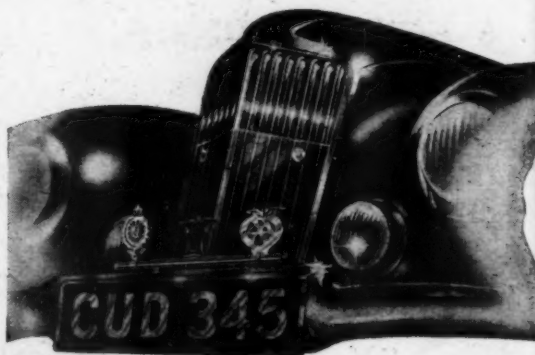
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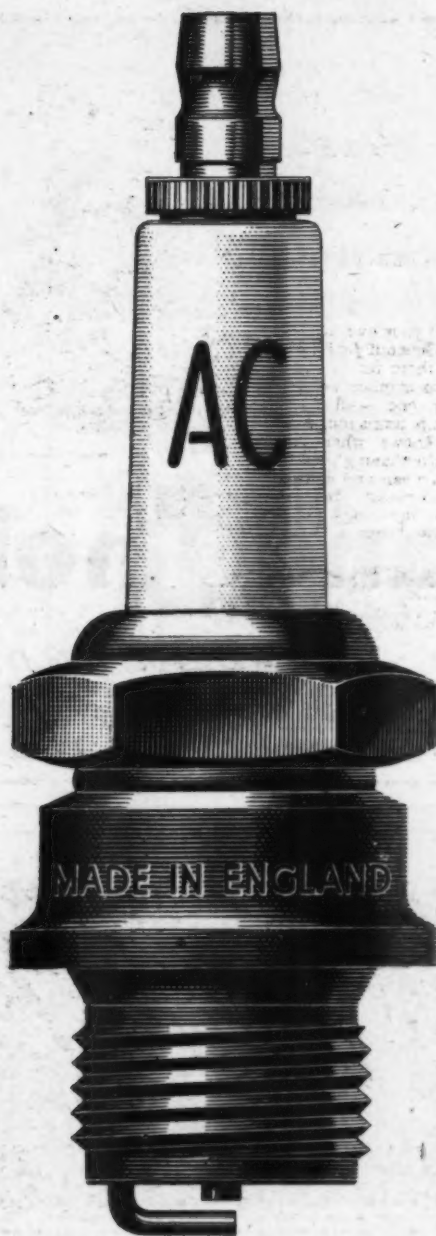
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Women are quick to notice the difference  
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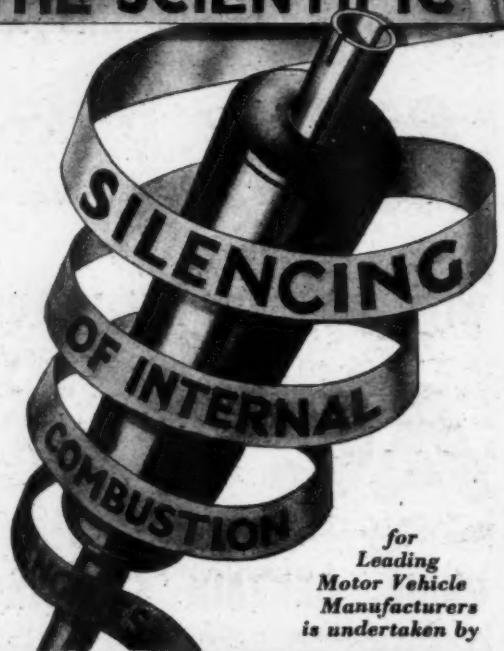
N.B. For 6 volt batteries ONLY the Model "H.O." is available which will re-charge the battery overnight at 4 amps.



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**LESS**  
wear and friction  
**MORE**  
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*if you use*  
**RUNNING-IN  
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CYLINDER  
LUBRICANT**  
*containing*

**'dag'**

COLLOIDAL GRAPHITE

★ **BECAUSE** the lubricating surface that 'dag' Colloidal Graphite imparts to cylinder walls and piston rings cannot be removed by heat or fuel—thus ensuring smoother performance, higher compression and lower fuel consumption.

You can get R.I.C. and U.C.L. labelled either 'dag' Colloidal Graphite or "Acheson" Colloidal Graphite from your garage or from Halfords.

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# The Autocar

FOUNDED 1895

No. 2870

FRIDAY, DECEMBER 1, 1950

Vo. XCV

## No Half Measures

**M**OST important conclusion arising from the expedition to Canada early this year, in order to study car heating under conditions of extreme cold, is that body sealing is of paramount importance, as, indeed, it might well have been expected to be. Local draughts were found to have a quite disproportionate effect on interior temperatures. Summarized conclusions appear on page 1203.

The fact poses a pretty problem. Obviously, if warm air is to be fed rapidly into a sealed container there must be provision for its outlet, otherwise pressure will rise to discomfort level. Such outlets must, however, be so designed that pressure within always slightly exceeds pressure without, even when speeds are constantly changing, and when change of wind and direction may result in a direct draught blowing on the orifice. It is plain that haphazard window opening will not fulfil all the needs in this respect, and it will be interesting to see what methods are devised as car heating develops from the hit-or-miss to the precise.

The expedition, in fact, has shown that completely controlled ventilation is necessary if the car occupants are to be kept happy and comfortable in all conditions. Fortunately the attainment of this is not as difficult as it might sound, owing to the obliging tolerance of the human body in matters of degree and humidity. The man who is "warm" need not necessarily be at a precise point on the Fahrenheit scale, and humidity can vary over a wide percentage before he will complain of "mugginess." None the less, discomfort is speedily reached when a third disadvantage is introduced—an inadequate supply of fresh air; the combination of incorrect temperature, excessive humidity and lack of oxygen is a well-known cause of body upset, usually resulting in faintness.

This fact more or less condemns the heater that merely circulates air from the interior through a source of heat. It may work quite successfully at favourable ambient temperatures in a badly sealed car, through the cracks in which fresh air can join the circulating stream, but really good sealing will make it unsatisfactory. Few would retort that, in that case, good sealing need not be too energetically sought, for sealing is important not only from the point of view of heating, but also against water and the type of dust that is encountered overseas.

## High Speed Testing

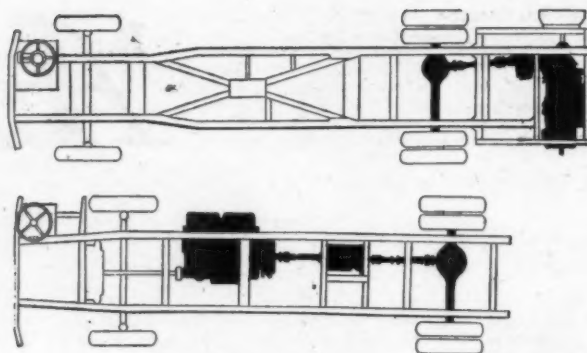
**I**F M.I.R.A. plans come to fruition, it will shortly be unnecessary for cars to be taken out of this country in order to undergo continuous high speed testing.

The expenditure of £150,000 on the proving ground at Lindley, in the Midlands, would be sufficient to transform the perimeter track of that admirable testing ground into a circuit on which sustained speeds of over 100 m.p.h. would be possible. The need of such a circuit is obvious, as has been repeatedly stressed in this journal, not because 100 m.p.h. is a desirable speed on British roads, but because there is no substitute for continuous driving at maximum speed as a means of finding out the points in a car's design needing improvement. Moreover, world leadership in car markets and design is maintained only by leadership in all relevant directions, and speed is certainly one of these, and a very important one in foreign buyers' eyes.

The sum necessary for the provision of the speed circuit will be mainly spent on the expensive practice of banking the corners in order that they may be taken faster than at present, and, although it is unfortunate that the need should arise at a time of very high costs and scarce materials, little doubt that the money will be found should be allowed to arise. It is true that the industry is appealing for Government assistance to the extent of £50,000, and equally true that the project is one to which the Government might well subscribe, but we should be sharply critical of such a wealthy industry if absence of Ministry support led to failure.

# IS DESIGN AT A STANDSTILL?

by A. G. Douglas Cleese,  
B.Sc., A.M.I.Mech.E.



A COMPARISON OF SPECIFICATIONS AT THE COMMERCIAL VEHICLE AND CAR EXHIBITIONS AT EARLS COURT SUGGESTS THAT THE BRITISH "HEAVY" DESIGNERS ARE MAKING MORE PROGRESS

**T**HERE have been two motor shows at Earls Court this year. The first was the commercial vehicle show, which preceded the second, the car show, by a month. It may seem like heresy to the car enthusiast to suggest that the first transcended the second in technical interest, but that is my opinion and I find that it is one held by many. The plain fact is that car design at home has settled down at the present into a static condition, whereas the design of passenger- and load-carrying vehicles is still in a fluid state. There have been few startling innovations in British car design since the war, but in commercial vehicles quite a number of unorthodox designs have made their appearance and are proving highly successful.

Reasons for this state of affairs are not hard to find. Our car manufacturers are constantly being urged to increase exports, and in their very successful endeavours to do so they have concentrated on output and have shunned anything that might interfere with production. Now nothing is more calculated to upset production than the introduction of a new model. The existing output has to be tapered off to allow production of the new model to begin. The tempo has to slacken.

It may be argued that commercial vehicle manufacturers are subject to the same influences. That is partly so, but while their products are vastly larger in size they are much smaller in numbers, and the introduction of a new model is proportionately less disturbing.

## Is the Customer Satisfied?

It is also possible that car manufacturers have got nearer to offering their customers what they require than have commercial vehicle producers, so that there is not the same urge to seek improvement by new designs. The modern car does all that its owners require of it in a smooth, efficient manner. So why change it?

With commercial vehicles it is a rather different matter. There is always the goal for the designer of increasing the pay-load to a greater extent than his rivals, whether the load be goods or fare-paying passengers. In that probably lies the reason for many of the unorthodox heavy vehicle chassis of today. Again, because the heavy vehicle is primarily a money earner the purchaser is prepared to pay for features which enhance the vehicle's capacity to earn money. He is also prepared to accept unorthodox features if they serve a useful purpose, such as increasing the load-carrying capacity or reducing operating costs.

A feature of the commercial show was the number of underfloor-engined chassis for single-deck buses and coaches. It is obvious that the reason for this development is the desire to achieve the maximum amount of space for passenger accommodation. Now, the same desire exists in the car world and in consequence we have seen the engine moved farther and farther forward. So why

should car designers not borrow this feature from the "heavies"? True, it is unorthodox, but it has proved to be every bit as reliable as the conventional vertical engine at the front of the vehicle.

There is, of course, relatively more space beneath the floor of a bus or coach in which to locate the engine than there is in a car. But need the modern car be quite so low built and need its floor line be so low? Again, the flywheel casing is the widest part of an engine and it could conceivably be allowed to project above the floor line if it were located beneath the front seats. This has actually been done on a double-deck bus, where the floor line has to be lower in order to allow for the upper deck. In short, I do not think that the problem of providing adequate ground clearance beneath an underfloor engine would prove very difficult.

## Short Transmission Lines

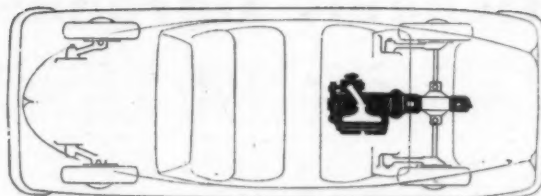
Other advantages are offered by the underfloor engine; the transmission line is shorter and the engine is more accessible for maintenance through a removable side panel. One of the disadvantages of the very forward engine position now fashionable on cars is the increased length of the transmission line, which frequently necessitates dividing the propeller-shaft into two, with an additional universal joint and a steadying bearing. Also, the prevailing full-width body fashions render the engine and its accessories far from accessible; this is appreciated by some manufacturers, who accordingly make the bonnet surround, i.e., sides and front, so that they can be detached, although this is more a job for the well-organized service station than for the private owner. With an underfloor engine excellent accessibility could be provided from beneath the car, although this would entail using either a hoist or a pit.

One of the latest underfloor-engined chassis, the Dennis Dominant, I found extremely interesting in many of its features, apart from the layout of the flat six-cylinder diesel engine and the transmission. The care taken to provide complete ease of control is obvious at a glance. The driving seat is adjustable for height and leg reach, and is mounted on a platform which is part of the chassis, with the steering wheel, instruments and switches carried by a light alloy casting not unlike a ship's binnacle. Thus everything is in easy reach, and in sight, is rigidly supported against vibration, and gives the driver a feeling of confidence as well as insuring him against fatigue. The controls also need little physical effort, for the Hobbs transmission is used (described in *The Autocar* of November 21, 1947), which is semi-automatic in action, no clutch pedal being necessary and only a short "thumb and finger" gear lever in a tiny gate, while the brakes are applied by vacuum or air pressure.

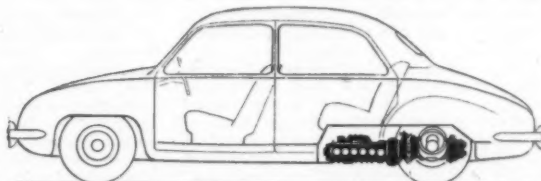
Then there is the Foden rear-engined chassis, offering an alternative method of providing maximum passenger



Left: Two bus chassis in which the engine has been banished to an underfloor position, in spite of its size and a low chassis level. The upper chassis, a Foden, has the engine at the rear, driving forwards to the axle by a short transmission line. In the lower diagram is an A.E.C. with a "flat" engine, lying with the cylinders horizontal, and a separate gear box farther back. Note the drive shaft for certain auxiliaries running forward from the engine.



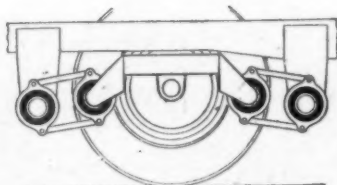
Right: Two views of an imaginary car with a flat engine lying under the rear seats and made integral with the gear box and final drive. Independent rear suspension by swinging axles is used. The arrangement gives a low centre of gravity and does not, as applies with a normal rear engine, do away with the locker.



space. The engine is placed across the chassis at the extreme rear and the transmission line runs forward at an angle from the right-hand side, where there is a bevel gear, to the gear box and thence to the final underslung worm drive of the rear axle.

Here is unorthodoxy to a degree! But the engine is a six-cylinder two-stroke and is supercharged. It is small, by commercial vehicle standards, having a capacity of only 4.1 litres, but it develops 126 b.h.p. at 2,000 r.p.m., or a fraction over 30 b.h.p. per litre. Compare this with a typical six-cylinder 4-litre car engine which has an output of 120 b.h.p. at 3,700 r.p.m. Here certainly is food for thought, especially as the Foden two-stroke has proved to have a commendably low fuel consumption.

I have ridden in a coach built on this chassis and its "feel" and performance are *akin* to those of a car, although not perhaps *comparable* with them, which one could hardly expect. After all, the chassis is 30ft long, on a wheelbase



"Midland Red" rubber suspension. The rubber bushes (shown solid black in the diagram) are in increasing torsion as the wheel rises.

of 16ft 6in, the overall width 7ft 6in or 8ft, and the weight 4 ton 4 cwt, or, of the fully laden coach, just over 10 tons.

For progressiveness consider the following brief details of the specification of a single-decker bus: Integral construction of body and chassis in light alloy, independent front wheel suspension by wishbone links and coil springs, rubber rear suspension, underfloor engine which has a light-alloy cylinder block-crankcase casting, gear box with Elektron casting, hypoid bevel final drive. This has recently been put into experimental service by the Birmingham and Midland Motor Omnibus Co., known familiarly as Midland Red, after giving extremely promising results in development testing, which included the notorious *pavé* section at the M.I.R.A. proving ground. I have ridden in this vehicle over the test *pavé* and its performance at all speeds over the atrocious surface is remarkable, giving a flat ride free from pitching and with no discomfort.

In another commercial vehicle chassis, the JNSN (Jensen), much use is made of light alloy in order to keep the vehicle weight low. The builders of commercial vehicle bodies, especially buses and coaches, also use light alloys very extensively and there are about a dozen bodybuilders who employ it almost entirely. Here is, perhaps, an instance of first cost not being so important to the purchaser as it is with cars, for the operators will recoup themselves by the lower fuel cost which follows from the saving of weight.

It has been estimated that as much as one ton may be saved by building a bus or coach largely of light alloy.

On the other hand, one finds commercial vehicle operators willing to accept fittings which must add appreciably to the weight, provided that they are of a character likely to have a beneficial influence on the yearly balance sheet. Examples are the chassis lubrication systems, which by minimizing wear reduce maintenance charges and, equally important, reduce the time lost in effecting maintenance overhauls, and heating systems, which by increasing passenger comfort tend to attract more fares.

### Different Tasks

It requires little thought, of course, to realize that the car designer and the bus or coach designer have very different tasks, although there is a close similarity between their vehicles in many ways. But it is intriguing to speculate on the type of car they might produce if they pooled ideas.

The engine might be a horizontal six-cylinder supercharged two-stroke of 2-litre capacity, with the cylinders in line projecting to the left side for underfloor mounting. If it proved too difficult to find space for the blower the engine might be a flat horizontally opposed eight-cylinder. Transmission could include a hydraulic coupling, a semi-automatic gear box with three ratios, and a short shaft to a two-speed final drive mounted on the chassis, the rear wheels being independently sprung and being driven through universally jointed half-shafts. The final drive would give a high ratio for open road cruising and a lower one for traffic driving.

There would be no chassis frame, and the body shell and floor structure, of light alloy, would support the engine and transmission units. Front suspension also would be independent, rubber in torsion being used, instead of steel springs, at front and rear. A wheelbase of 8ft 6in would be ample for a quite commodious body, the passengers sitting within the wheelbase, and the kerb weight would not be allowed to exceed one ton. The price? Ah! there's the rub!



Control position: the Dennis Dominant has a seat adjustable for height and leg reach, instruments in a self-contained panel round the steering column, and a small automatic gear lever in the same panel.

# Renault Introduce Orthodox 2-litre

FRANCE'S nationalized Renault company has announced an entirely new model, which will supplement the present rear-engined 760. It is known as the Frigate, and is a full-sized six-passenger car, with a four-cylinder overhead valve engine of nearly 2,000 c.c.; it weighs only 21 cwt and has a claimed maximum speed under full load of 80 m.p.h., and a petrol consumption stated to be 28 miles to the gallon at a maintained average of 47 miles per hour.

The car comes into the same class as the front-wheel-drive 15 h.p. Citroën, of which it doubtless will be a great competitor, at least on the French market. The new Renault is not likely to be in production in any appreciable quantities before the late summer of 1951, the inten-

tion being to erect an entirely new factory for its production some distance to the west of Paris; no more ground is available for extensions at Billancourt.

In laying out the new model the Renault engineers have adopted many of the principles found in the smaller car: chassis-less construction, the one-piece all-metal body receiving the mechanical components, and independent suspension all round with coil springs. The engine, however, is in front, with the drive to the rear axle through a four-speed gear box.

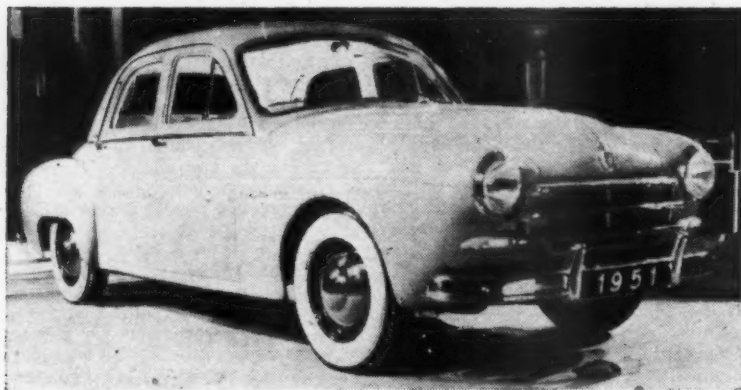
Engine dimensions are 85 and 88 mm bore and stroke, giving 1,997 c.c.; the compression ratio is 6.8 to 1, and the valves are overhead, with push-rod and rocker arm operation. The crankshaft is

carried in three plain bearings. The gear box gives four speeds with synchromesh, the fourth being an overdrive, and the gear lever is mounted under the steering wheel. Unsprung weight is reduced to a minimum by mounting the differential on the body itself. The coil springs are supplemented by telescopic hydraulic dampers, and the brakes are hydraulic.

The general lines of the car are practically "slab-sided," with four doors having concealed hinges, and all hinged forward. The one-piece windscreen has a rather pronounced curve, head lamps are semi-recessed in the wings, and there is a rectangular intake opening for air to the radiator, with three quite plain horizontal bars. The passengers are carried completely within the wheelbase, three abreast, and the spare wheel is mounted vertically in the luggage locker; the rear seat squab is designed to fold down, giving either increased luggage space or a full-length bed. The rear window is of practically the same dimensions as the windscreen. Heating and controlled ventilation are provided. Body design has been very carefully carried out, the only projections being the four door handles.

The launching of the Frigate was marked by an imposing ceremony, the company securing the use of a portion of the Palais de Chaillot, one of the finest buildings in Paris, and the presence of a Minister of State. Admission was by invitation only, but the crowd was so great that many did not even see the topmasts of the frigate!

The price of the car has not been officially announced, but according to reports it is likely to be near £600. The production programme is being based on 250 cars per day.



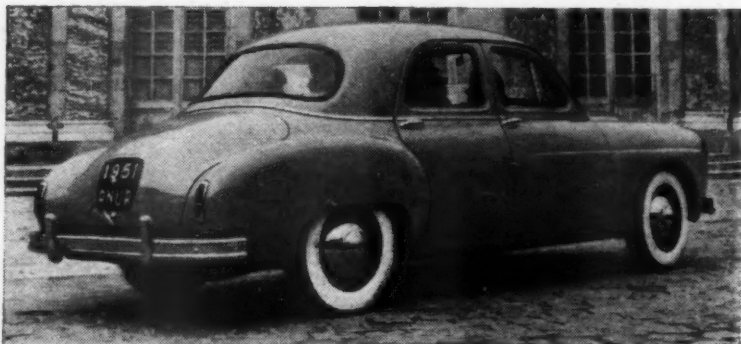
The new model has extremely wide screen and rear window in full-width bodywork seating three abreast.

## SPECIFICATION

**Engine.**—4 cyl, 85 x 88 mm, 1,997 c.c. Overhead valves. Three-bearing crankshaft. Compression ratio 6.8 to 1.

**Transmission.**—Four-speed gear box with synchromesh; fourth speed is an overdrive.

**Main Dimensions.**—Wheelbase 9ft 2in, track 4ft 7in, overall length 15ft 3in, width 5ft 8in, height 5ft. Weight 21 cwt (2,352 lb).



## CROSSING RULES REVISED

PEDESTRIANS lose some of their privileges under the new pedestrian crossing rules which the Minister of Transport proposes to make. Mr. Barnes announced these in the House of Commons on Monday of this week. The most important change is at light- or police-controlled crossings, at which the rights and duties of drivers and pedestrians will not be defined, the Highway Code governing the procedure; in general, control is left to the police officer or the lights. Stud markings only will be retained at such crossings.

Uncontrolled crossings will carry the zebra marking developed by the Road Research Laboratory, and pedestrians will

continue to have precedence on these. Crossings which are only intermittently controlled by police will also be zebra marked, control being invested in the police when present. At other times pedestrians have precedence.

The Minister agreed that there were too many crossings, and proposes to rationalize them. He hoped that the simplification would lead to renewed respect for the rules.

The best that may be said of Mr. Barnes' efforts with the crossings is that he has done as much as might be expected, but that the fundamental difficulties remain unaffected. These are three in the main: (i) the difficulty of

making clear to each other the intentions of both parties at the crossing; (ii) the fear of the motorist who stops that his action will cause the pedestrian to cross in front of his vehicle, only to be struck by an overtaking vehicle (in this connection it must be emphasized that, by law, the "I am stopping" signal is merely informative and exercises no compulsion on the overtaking vehicle to stop); (iii) the impossibility of proceeding at such a speed when approaching crossings as to be able to stop if a pedestrian commences to cross, as is required by the rules. A little consideration will show that, if this is literally obeyed, the car must come to a standstill at the first line of studs.

# Conclusions on CAR HEATING

## SUMMARIZED RESULTS OF THE SMITHS EXPEDITION TO CANADA

THE published report has now appeared on the visit to Canada organized by Smiths Motor Accessories, Ltd. for the purpose of proving tests on British car heater systems. Preliminary results of this expedition were given in *The Autocar* of March 3, 1950, and the following more detailed conclusions and descriptions of methods are supplementary to those. Although the report is the work of C. S. Steadman, divisional engineer (automotive products) and E. J. Skinner (technical assistant), the contents must be adjudged of limited interest to the ordinary motorist owing to the anonymity that is, of necessity, preserved as to cars and systems under

test, but the general conclusions are of wide application.

The tests were carried out in the neighbourhood of Winnipeg from February 2 to 23, and the data from which the conclusions were drawn were as follows: Ambient temperature; air temperature rise across heater; water inlet temperature to heater; water temperature drop across heater; water flow through heater; air temperature at each demister nozzle, and air temperature at various points (usually six) in the car interior.

Constant speed conditions were used for test runs, two speeds being employed—30 m.p.h. and 45-50. Results are summarized in Table II, and Table I gives

technical details of the systems used. Detailed tables covering every run and each car are included in the report itself. Both the tables reprinted here should be studied in conjunction with the conclusions.

Best temperature distribution throughout the car body was attained (on cars A and F) by a hot-air discharge located centrally on the internal face of the scuttle pressing. In car A the outlet was about 16in wide, but in F it was only 5in wide; there was, however, provision for side diffusion of warm air across F's fascia.

No hasty jumping to conclusions is possible, however, because both A and F had two important features in common—

TABLE I: PARTICULARS OF HEATING SYSTEMS TESTED.

Vehicle	General Description of Heater Systems Tested	Whether Fresh Air or Recirculating	Heater Specific Output under Design Installation Conditions—From Bench Tests	Demisting/Defrosting Arrangements	Control Arrangement:
A	Fresh air from forward intake behind radiator grille fed via centrifugal blower to centrally placed heater unit on engine side of dash pan.	Fresh Air	Water Flow = 15 lb./min. Air Flow = 120 c.f.m. Heater Specific Output = 1.55 B.Th.U./Min./°F. Temp. Differential Water Temperature Drop = 0-104° F./°F.T.D.	Demisting and Defrosting air supplied to screen nozzles from same pressure source as heating air.	Independent control of temperature of demisting and heating air by air by-pass across heater radiator. Both can be cut off completely and all air diverted to interior or screen at will.
B	Fresh air from forward intake behind radiator grille fed via centrifugal blower to centrally placed heater unit on engine side of dash pan.	Fresh Air	Water Flow = 15 lb./min. Air Flow = 120 c.f.m. Heater Specific Output = 1.55 B.Th.U./Min./°F.T.D. Water Temperature Drop = 0-104° F./°F.T.D.	Demisting and Defrosting air supplied to screen nozzles from same pressure source as heating air.	Independent control of temperature of demisting and heating air by air by-pass across heater radiator. Both can be cut off completely and all air diverted to interior or screen at will.
C	Fresh air from scuttle ventilator via centrifugal blower to centrally placed heater unit on engine side of dash pan. Together with recirculating air fed by an additional centrifugal blower to the same heater unit.	Fresh Air or Recirculating or Both Fresh Air and Recirculating	<i>Fresh Air Only</i> Water Flow = 15 lb./min. Air Flow = 162 c.f.m. Heater Specific Output = 1.85 B.Th.U./Min./°F.T.D. Water Temperature Drop = 0-123° F./°F.T.D. <i>Fresh Air and Recirculation</i> Water Flow = 15 lb./min. Total Air Flow = 198 c.f.m. F.A. = 152 c.f.m. Recirculation = 46 c.f.m. Heater Specific Output = 2.03 B.Th.U./Min./°F.T.D. Water Temperature Drop = 0-135° F./°F.T.D.	Demisting and Defrosting air supplied to screen nozzles from same pressure source as heating air.	Temperature control by means of graduated water control valve. Outlet air can be diverted to screen or interior, or combination of both. Complete shut off by means of scuttle ventilator flap.
D	Fresh air from forward intake behind radiator grille fed via centrifugal blower to a centrally placed heater unit installed inside body under fascia panel.	Fresh Air	Water Flow = 15 lb./min. Air Flow = 120 c.f.m. Heater Specific Output = 1.55 B.Th.U./Min./°F.T.D. Water Temperature Drop = 0-104° F./°F.T.D.	Demisting and Defrosting air supplied to screen nozzles from same pressure source as heating air.	Temperature control by means of graduated water control valve. Outlet air can be diverted to screen or interior, or combination of both. Complete shut off by means of scuttle ventilator flap.
E	Circular type heater with propeller type fan, installed centrally under fascia panel as a simple recirculator.	Recirculating	Water Flow = 10 lb./min. Air Flow = 72 c.f.m. Heater Specific Output = 0.92 B.Th.U./Min./°F.T.D. Water Temperature Drop = 0-09° F./°F.T.D.	Demisting and Defrosting air supplied to screen nozzles from heater using centrifugal component of propeller fan.	Only control of heating is by rheostat on fan motor. No shut off or temperature control of demister air.
F American	Fresh air from forward facing intake behind radiator grille via heater unit which is in engine compartment on right hand side of dash pan, to a centrifugal blower mounted inside body on dash pan. Centrally ducted outlet.	Fresh Air	—	Demisting and Defrosting air supplied to screen nozzles from same pressure source as heating air.	Temperature control by means of a thermostatically controlled water valve. Outlet air can be diverted to screen or interior, or combination of both. Three-speed switch control of blower.
G American	Fresh air from scuttle ventilator via heater unit. Normally ram fed. Centrally mounted.	Fresh Air	—	Demisting and Defrosting air supplied to screen via a centrifugal blower from main interior heating hot air supply.	Temperature control by means of a thermostatically controlled water valve. Interior propeller type fan and screen blower driven by a common motor controlled by a fixed position switch.
H American	Fresh air from scuttle ventilator via heater unit. Normally ram fed. Centrally mounted.	Fresh Air	—	Demisting and Defrosting air supplied to screen via a separate centrifugal blower from main interior heating hot air supply.	Temperature control by means of a thermostatically controlled water valve. Common fixed position switch controls both screen blower and propeller type fan for interior boosting.



## CAR HEATING . . . . continued

a gap of three or four inches under the front seat squabs, and good sealing of the body. Sealing, as might be expected, was found to be very important, and some of the more quixotic results quoted in the report are the result of local air leaks allowing cold air to intrude.

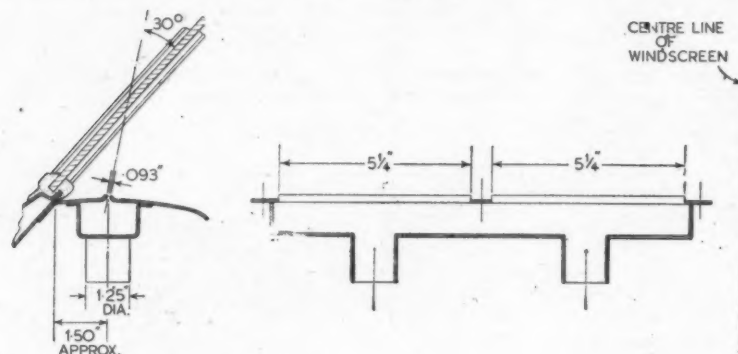
Such uneven distribution of interior heat rendered the means of comparison, the temperature differential between the car temperature and the ambient temperature, of limited value, because a mean of, say, six widely differing body temperatures is by no means the same thing to the car occupants as a homogeneous temperature of the same value. Subsidiary to this fact is that a strong, cold cross-wind on a poorly heated car will upset the t.d. to such an extent as to overshadow any small design changes made to improve the t.d. figure.

Draught sealing was found to be quite the most important factor in obtaining satisfactory heating. Inferior sealing on

ask the question as to whether the subject of car heating justifies a scientific approach. It is only the very broadminded scientist who will append the pencilled note, "This could be guessed," alongside his conclusions, or who will agree that the hit-or-miss method of personal comfort is sufficient, say, for car heating investigations. The reviewer feels that the implied criticism must be held to apply in the subject under dis-

TABLE II: REPRESENTATIVE TEMPERATURE DIFFERENTIALS AT 30-35 M.P.H. AT THE ACTUAL TEST TEMPERATURE AND ALSO CORRECTED TO 0° F AMBIENT

Vehicle Identification	Specific Output of Heater at Nominal Blower Output B.Th.U./Min./100° F T.D.	Type of Blower and Nominal Output Cu.ft. per min.	Ambient Test Temperature ° F	T.D. During Test Actual ° F	T.D. Corrected to 0° F Ambient and 180° F. Inlet Water ° F
A	155	Centrifugal 120 cfm.	-10	97	85
B	155	Centrifugal 120 cfm.	-10	70	69
C	155	Centrifugal 120 cfm.	-12	80	75
D	155	Centrifugal 120 cfm.	+6	70	77
E	87	Axial Fan 70 cfm.	-5	68	57
F	—	Centrifugal	+9	86	—
G	—	Axial	-11	82	84
H	—	Axial	-20	68	63



Experimental demister nozzle which gave very satisfactory results on car A.

vehicle B resulted in a t.d. of only 63 deg F at 0 deg F ambient against 82 deg F with the same system, and at the same speed, with car A.

Screen clearance results showed that adequate clearance of mist in English conditions shrinks to a useless panel in sub-zero frost. Car B, using an experimental vent system (above) came out with flying colours—a clear screen under all conditions.

The reader of this report is forced to

cussion. When big issues are at stake—life and death, or maximum economy, for instance—scientific investigation, and its expense and complication, are justifiable. With car heating no big issues seem, to the layman, to be at stake. There is heat and to spare at all normal ambient temperatures under the bonnet of a car, and the ingenuity of the heating engineer must be devoted (as it is) to putting it at the behest of a driver, controllable to a satisfactory degree. With plenty of heat avail-

able, an inefficient distribution to the car interior does not matter provided that no discomfort results in any part of the car. It may be that even this limited aim can be achieved only with full and scientific investigation, but it must be doubted if the report under discussion successfully makes out a case.

The summary of conclusions from the expedition is well worth reiteration. It was found that a nominal 4-kW heating and ventilating set (output 155 B.Th.U. per minute per 100 deg F temperature differential at 120 cu ft per minute) was more than adequate for the normal British saloon under the most severe North American conditions, given good sealing.

#### Heater as Cooler

Although doubts had existed as to whether there was enough heat available in the engine water jacket to meet heating requirements in extreme conditions, such conditions were not experienced down to -25 deg F ambient (57 deg of frost), although indications were that the state was being approached. At about -40 deg F (72 deg of frost) the heater would adequately cool the engine without the help of the radiator, and provision for complete blanking off of the radiator should therefore be available. In general, British car heating was found to be equal to American.

## The Importance of Being M.I.R.A.

**S**PEAKING at the luncheon following the fifth annual general meeting of the Motor Industry Research Association, the Minister of Supply, the Rt. Hon. G. R. Strauss, emphasized the special importance of the Association at the present time. World conditions, he said, confronted the motor industry with difficult problems. In the first place re-armament might have some effect on supplies and, indeed, it was already doing so because sheet steel could no longer be obtained from the U.S.A., although as the new plant at Margam came into operation it should ease the position. Secondly, hitherto world conditions had been favourable to the British motor industry which, during October, produced 45,391 cars. Of these, 34,701 were exported, of which fact the industry might

be justly proud. These favourable conditions, however, would not last indefinitely and the quality of the product would, therefore, become of more importance and M.I.R.A. could play a crucial role to this end.

Regarding the high-speed test track that is projected at Lindley, on which sustained speeds of 100 m.p.h. will be possible, the Minister said that of the £150,000 cost, the Government was asked to provide £50,000, and he promised that the request should receive sympathetic consideration.

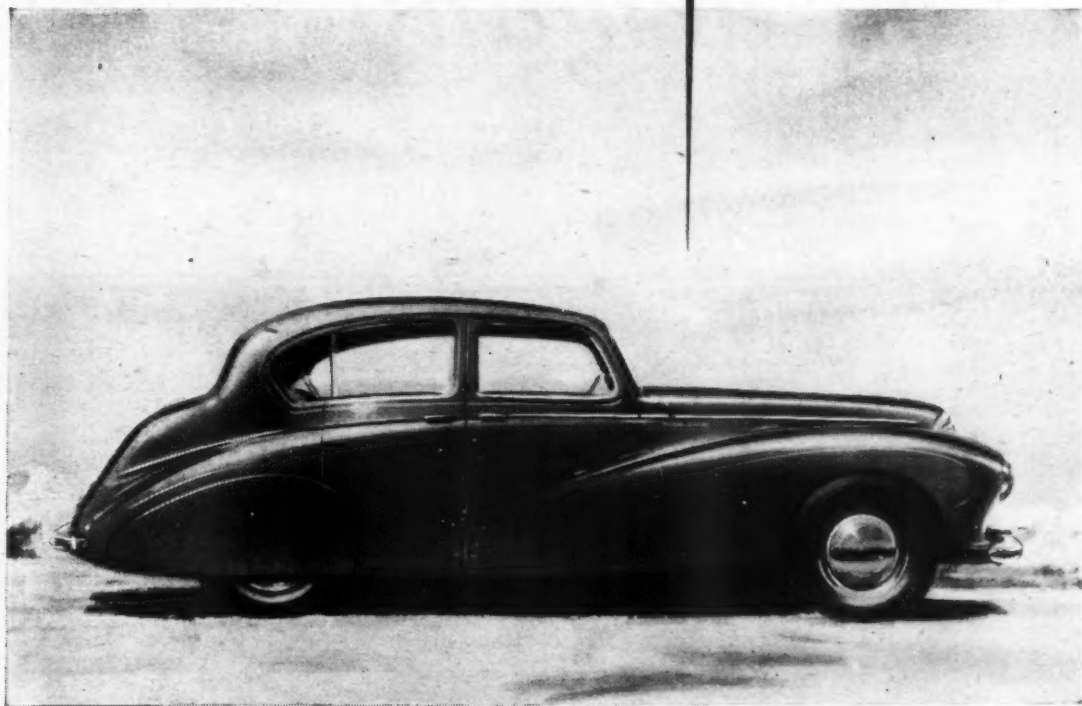
The Minister was proposing the toast of the Association and, in reply, Mr. L. P. Lord, the president, said that M.I.R.A. was making progress but that he considered its income was very meagre and should be doubled. British manu-

facturers should together have at least the research facilities possessed by more than one individual American manufacturer, some of whom had, for years, had high-speed tracks in their research departments. He hoped the Minister could help in the matter of the necessary building licences, and disclosed that it had already taken 12 months to obtain the various permissions to use the land at Lindley in the required manner.

In replying to the toast of the guests, Mr. B. B. Winter, chairman of the Council of the Association, paid tribute to the willing co-operation received from other research associations, especially the Department of Scientific and Industrial Research, the secretary of which, Sir Ben Lockspeiser, replied in lighter vein.

Rootes Group present—

*The New  
Sunbeam-Talbot  
90*



*Streamstyled for Performance and Beauty*

A PRODUCT OF THE ROOTES GROUP

**SMOOTH**

New independent front suspension.  
Long wide rear springs.  
Perfect shock damping.  
A revelation in smoothness and stability.

**SPEEDY**

New powerful overhead valve engine.  
Quick getaway.  
Dynamic acceleration. High maximum speed. Great flexibility.

**SAFE**

Powerful hydraulic brakes.  
Precise needle eye steering.  
Wide vision front and rear.  
Rigid all-steel body.  
Balanced ride suspension.  
An exceptionally safe fast car.

**SUPREME**

by International repute for its successful performance and modern conception.  
Winners in 1948, 1949 and 1950 International Alpine Trials.



Too much in  
demand to be  
“on demand”...



**INDIA**

*“The Finest Tyres Made”*

To obtain even greater service from your India Tyres —  
Corner gently • Accelerate smoothly • Watch your tyre pressures



# ARE YOU COVERED?

INSURANCE POINTS THAT ARE FREQUENTLY OVERLOOKED

## Injuries to Passengers

**W**HETHER we normally think of it or not, we have a considerable amount of responsibility to those who place their bodily safety in our care while we are at the wheel, and the question frequently arises as to the position of passengers who are injured in road accidents.

A passenger is at law a "third party", and therefore possesses the normal third-party rights of being able to claim damages if he is injured through negligence. A private car policy covers third-party claims, and it follows that our policies usually cover us in the event of claims being made against us by any passenger who is injured. The word "usually" is stressed for a very good reason: it is, of course, compulsory for third-party liability to be insured, but the Road Traffic Act expressly excludes passenger claims from the compulsory requirements (with the exception of fare-paying passengers, who must be insured).

This means that insurance companies can, if they wish, exclude passenger claims without causing the motorist to break the law. They do so only in special cases, especially with drivers under 21, sports cars, sometimes old cars, sometimes particular occupations, and occasionally where the claims experience has been below normal. It is worth while, therefore, to check the point on one's own policy.

The third-party section states in normal cases that an indemnity is granted in respect of all claims made against the insured in respect of bodily injury to any person; this includes passengers. If passenger liability is

excluded, it will be shown by a separate endorsement.

A point to be remembered, however, is that the covering of passenger risks under the policy does not automatically result in an injured passenger receiving compensation; as with any other third party, he must prove negligence against the driver concerned. In collision cases, it is usually obvious that one driver or the other must have some measure of blame, however slight; and if it is oneself, the passengers have a claim which will be met under the policy. If it is the other man who is at fault, the claim will lie against him, and consequently against his insurers.

But these claims take time, and in any event are subject to the process of negotiation before any payment is made; furthermore, it is possible for injuries to be caused in circumstances where negligence cannot be proved, and then, however morally responsible we may feel towards our passengers, there is no insurance cover.

To meet such cases, it is possible to include in the policy personal-accident benefits to passengers, covering death, loss of limbs or eyes, and £6 weekly for temporary total disability following accidents. A typical premium for this cover is 18s 9d per named passenger, or £2 10s for all unnamed passengers in a four-seater car, and the benefits are payable for all injuries, irrespective of liability on the part of the driver. (The passengers retain their third-party rights undiminished.)

Any moral responsibilities which the driver feels can in this way be covered.

## Holidays Abroad

**T**HE normal private car policy applies to Great Britain, Northern Ireland, the Isle of Man and the Channel Islands, and full cover operates at all times within these limits. The cover applies during transit by sea between any ports in the area, and also during loading and unloading. No action whatever need therefore be taken by a policy-holder taking his car on holiday to the places mentioned.

A holiday in Eire, however, introduces one small complication in that an Irish Certificate of Insurance is required. The company must therefore be notified in advance, and they will need a temporary Irish address since this has to be shown on the certificate to comply with the law. Apart from this aspect, cover operates normally.

Continental holidays always require prior notification, but, provided this is given, the policy can be extended free of charge to apply anywhere in Europe, or in Algeria and Tunisia, up to a period of three months in any year of insurance; a charge is made beyond this period. At the present time, cover is not usually granted in the Iron Curtain countries, but this is hardly likely to trouble the pleasure motorist.

As with the British Isles, the cover applies during sea transit, loading and unloading. There is, however, a provision that the sea transit must be by a recognized route, and under normal conditions must not exceed 65 hours' duration. Now that air shipment can be arranged to the Continent, it is well to remember that the

policy covers sea transit only, but air transit can be covered if necessary for an additional premium (usually 15s each way for a £600 car).

The procedure, then, in preparing for a Continental trip is to advise the company well beforehand of the dates of departure and return, the countries to be visited, and whether there will be air transit. An endorsement will then be issued and the matter is complete; if you are going to the Scandinavian countries, the company will also issue a small green certificate, the *Carte d'Assurance*, which you should carry in the car. For Switzerland, you will receive an impressive-looking trilingual document for production to the customs when crossing the Swiss frontier. This certificate has to show the engine and chassis numbers of the car, so it is advisable to make sure that the company knows them correctly. Apart from the Scandinavian and Swiss certificates, no other insurance documents are required.

## Rugs and Luggage

**I**T is not always realized that under a comprehensive policy the contents of a car are covered against fire, theft, and accidental damage in the same way as the car itself. Until 1947, most companies charged an additional premium for this cover, but now it is almost invariably included in the normal policy. It is important to remember, however, that there is a limit of £20 in most policies for any one occurrence, and on present-day prices this does not go far towards replacing a stolen suitcase of clothes. The limit can be increased for an additional premium (12s 6d will usually double the limit), but most of us seem to overlook this point until a claim arises.

The wording used is interesting. It refers to "rugs, coats and luggage while in or on the motor car", and although it would be difficult to imagine anything normally carried in a car which would not come within the definition of "rugs, coats and luggage", nevertheless the wording is not quite as wide as it could be. But the words "in or on" are certainly wide, and they include not only the suitcase on the platform at the back, but also the coat slung on the roof by the perspiring motorist when pumping tyres, and left there absent-mindedly. It would not be advisable, however, to make a practice of leaving valuable rugs over the bonnet when parking the car on a freezing day, and claiming for theft when they are later found to be missing; all policies require the policy-holder to take "reasonable pre-

## ARE YOU COVERED ?

continued

cautions" to prevent loss or damage.

There are two exceptions to the contents cover. The first is that there is no cover in respect of goods or samples carried in connection with any trade or business, and the reason for this is that trade goods are regarded as an unsuitable risk for motor insurance. If cover is required for them, it is possible to arrange a separate policy at a premium depending upon the class of goods.

The second exception is that the theft cover is usually deleted from the

rugs, coats and luggage section of the policy in the case of open cars. One cannot object to this, of course; but if you have had an open car at any time and replaced it by a saloon, make sure that the company has cancelled the exclusion of theft.

It will probably be realized that not all the luggage one carries is one's own property; friends and relations taken home after a visit have a habit of leaving belongings in other people's cars, and these are as likely as the car owner's own goods to be stolen or

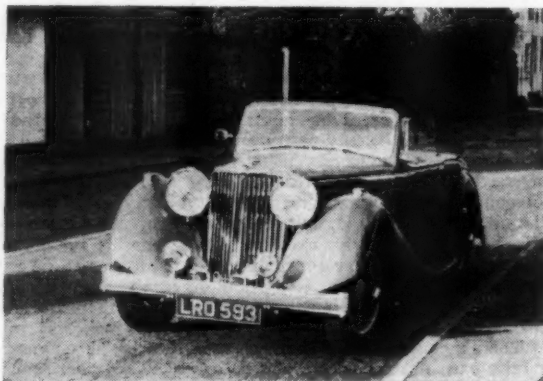
damaged. Fortunately, although it is not normal insurance practice to insure goods other than the policyholder's own, the car policy covers the contents of the car no matter whether they are the owner's property or that of his passengers; a kindly, if reasonable, inclusion.

Finally, it may be mentioned that if your policy was taken out before July, 1947, you may find the cover included in the policy itself; if not, it will be part of an endorsement issued with the renewal receipt. CAWDOR.

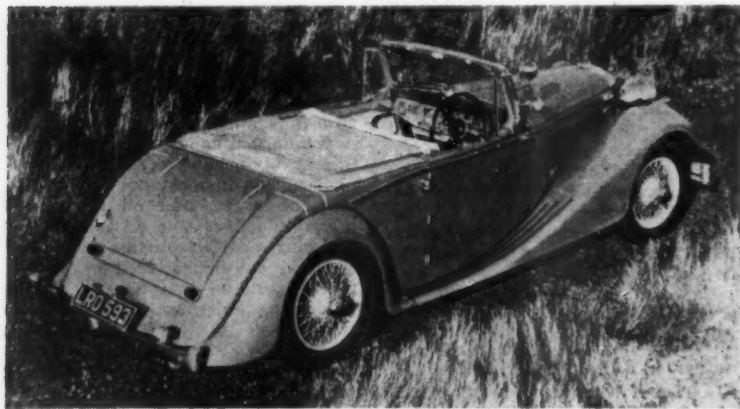
## A 1,200-HOUR JOB

A COMPLETE rebuilding of a 1939 3½-litre Jaguar saloon by its owner, Mr. R. W. Newton, of Welwyn Garden City, Hertfordshire, included stripping of the chassis, engine and transmission, the scrapping of all bodywork except wings and bonnet, and the construction of a drophead coupé body. All work, with the exception of welding, brazing and tinning, was carried out in the home garage. It occupied 1,200 hours, and included the beating of aluminium panels, trimming seats, window gear and other fittings, and the hood frame. The home construction of all the "hardware" in this way is an unusual step in amateur body building.

The appearance is neat, and gains in distinction by the retention of the classic wire wheels and knock-off hubs.



The bold front, with large head lamps balancing the large and rather square radiator grille, has not been altered.



Between the wind-up windows and the screen, which has unobtrusive pillars and top rail, there are ventilating panels. The hood is completely flush-fitting when furled and there is a tonneau cover.

## REGISTRATION: SALE OF CAR AFTER ALTERATIONS MADE

LAWYER-ON-WHEELS writes: We all know, from our filling-in of form RF1A for a new Road Fund licence, that we have to state any alterations affecting the registration particulars of the vehicle which have been made to it—for instance, a change in its colour—since the date of the last declaration signed in respect of it. By Regulation 7 of the Road Vehicles (Registration and Licensing) Regulations, 1949, "the owner" of a vehicle has forthwith to notify the licensing authority of any such alteration. In *Spain v Johns* (April 27, 1950) the defendant replaced the saloon body of his old Austin Twelve by a van body, but, before the new body had its doors

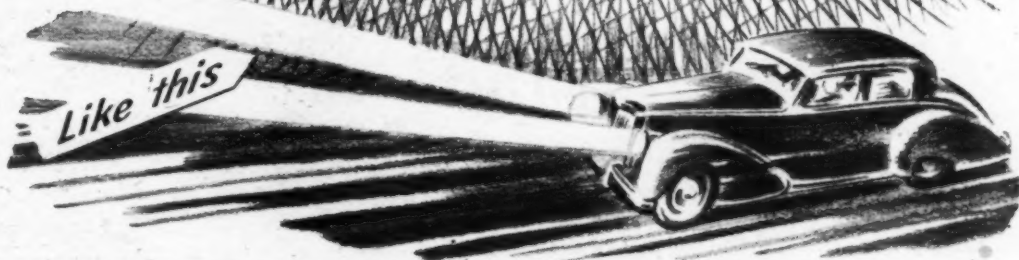
or windows, sold the vehicle to a purchaser who paid for it and drove it away, duly taking with him the registration book. About a month afterwards "certain events occurred," as a result of which the police made enquiries about the car which led them to the defendant. They proceeded to prosecute him for "being a person in whose name" the Austin "was registered" and failing to comply with Regulation 7. The justices convicted him, holding that it did not matter that the summons was issued after the defendant had sold the car.

On the defendant's appeal the Lord Chief Justice, presiding over the Divisional Court, would have none of that:

the duty to notify, he said, is expressly placed by the regulation on "the owner," which the defendant could not be once he had sold the car; and the police were to be criticized for prosecuting the defendant as "being a person in whose name, etc.," since it was not on such a person, but on the owner, that the regulation placed the duty.

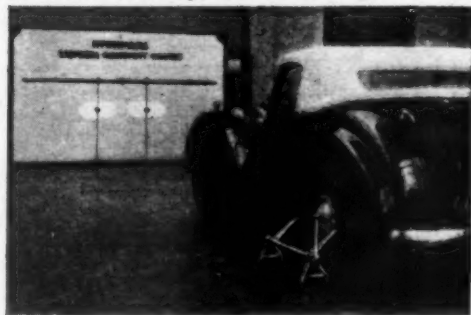
The defendant's appeal was accordingly allowed, and his 10s fine had to be repaid to him. It was therefore unnecessary for the court to decide the further interesting contention which the defendant was prepared to argue, namely, that an alteration need not in any event be notified until it was completed.

*are you a*  
**DAZZLER?**



There is no bigger contribution to night driving safety than correctly set Headlamp beams. Hit and miss methods of yesterday are dangerous and will no longer suffice. "NEWNHAMS UNIVERSAL ALIGNMENT GAUGES" (now being supplied to the leading manufacturers and distributors) set Headlamp beams correctly in a matter of a few minutes and in addition to diminishing dazzle to an absolute minimum they invariably increase effective illumination from 25% to 75%.

Ask your local garage for further particulars of this additional aid to Road Safety Service.



*Above illustration shows car in position for headlamp beam setting*

**These Gauges also**

- Speedily check road vehicles suspected of misalignment and ACCURATELY correct to the high standard required by Insurance Engineers.
- ACCURATELY check all road wheels for correct alignment.

**Trade enquiries to**

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235-7-9 HAMMERSMITH ROAD, W.6.

PHONE: RIVERSIDE 4646 (9 LINES)

*or are your lamps Correctly Set like this?*







### R.A.C. TOURIST TROPHY RACE September 16

TOURIST TROPHY	STIRLING MOSS	JAGUAR	75.15 m.p.h.
CAR COVERING GREATEST DISTANCE	JAGUAR driven by	STIRLING MOSS	225.452 miles
OVER 3 LITRE CLASS		JAGUAR	
3 LITRE CLASS		ASTON MARTIN	

### DAILY EXPRESS MEETING, SILVERSTONE August 26

#### PRODUCTION CAR RACE

DAILY EXPRESS TROPHY	A. ASCARI	FERRARI	83.72 m.p.h.
3 LITRE CLASS	J. DUNCAN-HAMILTON	HEALEY	79.92 m.p.h.
2 LITRE CLASS	A. ASCARI	FERRARI	83.72 m.p.h.
1½ LITRE CLASS	G. A. RUDDOCK	H.R.G.	71.78 m.p.h.
500 c.c. CLASS	STIRLING MOSS	COOPER	79.87 m.p.h.

### ULSTER TROPHY HANDICAP August 12

A. POWYS-LYBBE • ALFA ROMEO • 76.27 m.p.h.  
(FASTEST LAP) • 78.81 m.p.h.

### B.A.R.C. MEETINGS, GOODWOOD

3rd EASTER HANDICAP	J. DUNCAN-HAMILTON	MASERATI	76.35 m.p.h.
1st WHITSUN HANDICAP	B. de LISSA	M.G.	73.09 m.p.h.
2nd WHITSUN HANDICAP	G. A. RUDDOCK	H.R.G.	70.09 m.p.h.
3rd WHITSUN HANDICAP	B. de LISSA	M.G.	76.06 m.p.h.
3rd SEPTEMBER HANDICAP	J. DUNCAN-HAMILTON	MASERATI	75.80 m.p.h.

# Essolube

ANGLO-AMERICAN OIL COMPANY LIMITED 36 Queen Anne's Gate, London, S.W.1.

## NEWS AND VIEWS

## Extension of Covenant : Two-year Restriction

BY the time this paragraph appears it is more than likely that the Covenant restricting the sale of new cars will have been officially extended to two years from the present period of twelve months. At the same time, the extension will apply to those commercial vehicles, mainly utilities and vehicles of the lighter categories, which already come under the Covenant scheme.

The vital decision was due to be taken at a meeting of the S.M.M.T. in London yesterday afternoon. There were understood to be few likely dissentients, and earlier this week trade circles were looking upon the extension as a foregone conclusion. It had been approved in principle by the bulk of the retail motor trade as far back as October, but with certain reservations which will not now apply. The big car distributors, who control the bulk of the outlets, subscribed to the two-year Covenant at a meeting held in London on November 23.

It then became a matter for approval by the manufacturers and next, almost automatically, for adoption by a joint committee of manufacturers and retailers which is charged with the responsibility of forming the industry's distributive policy. Policies thus formulated are conveyed to the British Motor Trade Association, which is the organization responsible for carrying out all matters referring to price maintenance and regulation such as, for example, the present and future Covenants.

When the two-year Covenant is introduced it will be accompanied by a strong directive from car manufacturers urging motor traders to take special care to see that new car allocations are made only to buyers who have genuine need of the vehicle as a means of transport, and not to people who are likely to purchase merely in order to indulge in speculation.

The intended date upon which the extended Covenant will come into force is today, December 1, unless administrative difficulties compel a postponement.

It should be emphasized that this news is written ahead of events, but the motor industry is anxious to do all possible to meet the demands of the Minister of Supply for a tighter control of new car distribution. The two-year Covenant is almost certain to be the considered answer after discussion and rejection of other proposals designed to the same end.

## Loss of A.A. President

BY the sudden death of His Grace the Duke of Devonshire the A.A. loses a popular and hard-working president. The Duke's interest in motoring dated from youthful experiences to the present day, and he was an excellent raconteur of motoring stories. His Grace had only recently presided over the banquet held at the Savoy Hotel to celebrate the million membership of the Association.

## Prince Bernhard Tries an XK

ON November 23 H.R.H. Prince Bernhard of the Netherlands took a trial run in a Jaguar XK120 which had been sent down to Hendon aerodrome for the purpose. The Prince drove the car for about 15 minutes—during which time the aerodrome was closed—

around the perimeter and runway, on which he travelled at a fairly high speed. He expressed an opinion that the car was remarkable in every way and had outstanding acceleration. He thought that the suspension felt softer than on racing cars which he had handled, but he thought that the XK handled well.

## Scottish Road Safety

THE fourth annual Scottish Road Safety Congress was held in Edinburgh on Wednesday and Thursday of this week. The conference was addressed by many safety authorities.

## For Turin

SIX units of each foreign make can be imported into Italy for display at the Turin Motor Show, which will be held from April 4 to 14, 1951.

## July Registrations

NEARLY twelve thousand cars were registered for the first time in July, 1950, the total of 11,993 including 640 used cars which were none the less registered for the first time.

## Taxation

MOTORISTS may derive some hope from a statement made in answer to a question in the House of Commons last week on taxation. A member had asked the Chancellor of the Exchequer if he would consider reducing the 25s per horsepower tax on cars registered before January 1, 1947. Mr. Douglas Jay, Financial Secretary to the Treasury, replied that he had taken note of the suggestion, but he could not anticipate the Budget statement.

## Getting Together

THE salons of the Automobile Club de France were the scene last week of the first general meeting of the *Organisation Mondiale du Tourisme et de l'Automobile*, abbreviated to O.T.A., a world grouping of all automobile clubs, touring associations, and bodies interested in international touring in any of its forms. The Vicomte de Rohan presided.

Affiliated members already number ten millions, and the two powerful organizations, F.I.A. and A.I.T., which have not always been co-operative in the past, are now grouped in the new international body. The American Automobile Association, one of the biggest groupings of motorists in the world, is also a member, and it was largely owing to the efforts of its European delegate, Mr. Edward Sparrow, that the foundations of this new body were laid.

The main work of the O.T.A. will be international; simplifying and standardizing, as far as that is desirable, the regulations of different countries; making intercourse between different countries easier than it is at present, and opening up new possibilities, one striking example of this being the tunnel under Mont Blanc, in which France and Italy are directly interested.

## Highway Robbery

ESTIMATED annual revenue from taxes on private motoring in the current year is £98,500,000. Of this enormous total, only £24,000,000 will be going to road expenditure. These figures were given by the Chancellor of the Exchequer in answer to a question by Mr. W. S. Shepherd, M.P.

## Coveted Americans

INTEREST in the disposal of the American cars brought in for the London Show gave rise to questions in the House of Commons. Eleven importers were allowed to bring in 66 cars of 16 different makes. They were sold primarily to those able to pay in dollars or a hard currency, the remainder being disposed of within the agents' own organizations or allocated to priority buyers on the order lists; in all cases a Covenant was signed.

## 17,000 Miles to N.Z.

ON November 20, crowds of inhabitants of Christchurch, New Zealand, turned out to welcome Lord Kilbracken, who had driven in a Morris Oxford 17,000 miles from London. He left London in March, his half-way round the world journey taking him through 14 countries.

Lord Kilbracken's grandfather founded Christchurch 100 years ago and this journey, to represent the family at the centenary commemoration, was made at the invitation of the New Zealand Government. The car, provided by the Nuffield Organization, performed excellently throughout all kinds of climate and road conditions, many miles being travelled on primitive roads behind the "iron curtain."



Bright poster for Turin's show—by Armando Testa, and chosen from over 100 competing drawings.





# The Autocar ROAD TESTS



## DATA FOR THE DRIVER

### JAVELIN JUPITER

PRICE, with convertible two-three-seater body, £850, plus £236 17s 3d British purchase tax. Total (in Great Britain), £1,086 17s 3d.

ENGINE : 13.02 h.p. (R.A.C. rating), 4 cylinders horizontally opposed, overhead valves, 72.5 x 90 mm, 1,485 c.c. Brake Horse-power : 60 at 4,500 r.p.m. Compression Ratio : 8 to 1. Max. Torque : 82 lb ft at 3,100 r.p.m. 17 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT : 18 cwt 3 qr 7 lb (2,107 lb). Front wheels : 54 per cent ; Rear, 46 per cent. LB per C.C. : 1.42. B.H.P. per TON : 63.79.

TYRE SIZE : 5.50 x 16in on bolt-on ventilated steel disc wheels.

TANK CAPACITY : 10 English gallons. Approximate fuel consumption range, 27-30 m.p.g. (10.5-9.4 litres per 100 km).

TURNING CIRCLE : 31ft (L. and R.). Steering wheel movement from lock to lock : 2 1/4 turns. LIGHTING SET : 12-volt.

MAIN DIMENSIONS : Wheelbase, 7ft 9in. Track, 4ft 3in (front); 4ft 1in (rear). Overall length, 13ft 7in ; width, 5ft 2in ; height, 4ft 8in. Minimum Ground Clearance : 7 1/4in.

### ACCELERATION

Overall gear ratios	From steady m.p.h. of	10-30 sec	20-40 sec	30-50 sec
4.56 to 1	13.1	10.7	10.4	
6.25 to 1	8.1	7.0	7.6	
9.90 to 1	5.5	5.1		
16.25 to 1	—	—	—	

From rest through gears to :—

	sec		sec
30 m.p.h. ..	5.7	60 m.p.h. ..	20.4
50 m.p.h. ..	13.1	70 m.p.h. ..	30.3

### SPEEDS ON GEARS

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st ..	19-26	31-42
2nd ..	30-42	48-68
3rd ..	48-70	77-113
Top ..	90	145

Speedometer correction by Electric Speedometer :

Car Speedometer	Electric Speedometer
10	7.0
20	16.25
30	25.0
40	33.0
50	42.0
60	50.0
70	59.0
80	68.0
90	77.0

(Speedometer drive ratio not modified to final drive ratio change on car tested.)

WEATHER : Dry, mild ; light wind.

Acceleration figures are the means of several runs in opposite directions. Described in "The Autocar" of March 10, 1950.

Winding glass windows in the doors allow fresh air to be enjoyed without draught and, as will be seen, the hood is neat when down. The latest type of ventilated steel wheel is fitted.

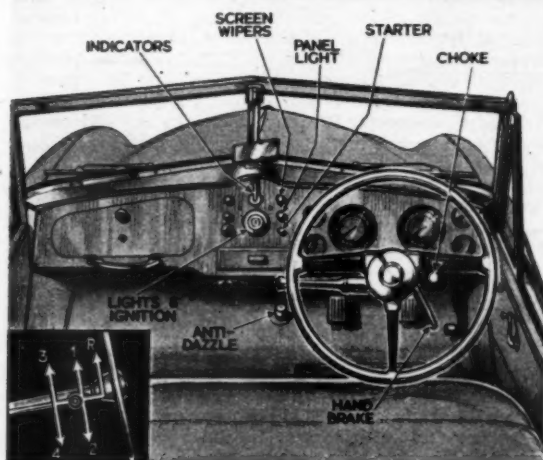
## No. 1417 : JAVELIN JUPITER CONVERTIBLE

IN the nowadays sparsely represented 1 1/2-litre high-performance class the Javelin Jupiter is welcome as a newcomer, and during its first year—has shown that it is a worthy contender by winning first place in its class in the Le Mans 24-Hour Race. This interesting chassis was designed around the well-known Jowett Javelin flat four-cylinder engine, and the prototype was evolved in collaboration with E.R.A., Ltd. For the Jupiter the engine has an 8 to 1 compression ratio. A main feature of the design is a steel tube chassis entirely different from that of the Javelin saloon, namely, independent in front with wishbones and torsion bars, and a normal axle at the rear sprung by torsion bars with trailing arms and a Panhard rod.

When the Jupiter first appeared at the 1949 London Show, and then earlier this year at the Geneva and the New York British Shows, it was hailed by enthusiastic motorists as being of high promise, for the verve of the Javelin engine and its susceptibility to power output increase were already well known, and it was expected that the Jupiter would possess a quite high performance by virtue of considerably reduced weight in comparison with the saloon. An extensive test taking in West of England gradients and many miles of poor-surfaced unclassified roads has now shown *The Autocar* that a worthy car in the category it has been designed to enter—that of the 1 1/2-litre fast touring car—has been evolved, and expectations are largely realized. It is markedly economical in petrol consumption for the performance available.

The Jupiter has life in the acceleration sense, given use of the gear box from the lower speeds, has strong top-gear acceleration in the middle range between about 30 and 60 m.p.h., and proves to be an excellent long-distance car by reason of the average speeds which it attains and the pleasure it gives in its performance and accurate handling. It is easy to put 200 miles into five hours and, as always, the exact number of miles that can be achieved in an hour's running is dependent upon traffic and road conditions; but 45-plus and approaching 50 in the hour are well within reach on any good main-road journey.

There is definitely sufficient of what is known to the enthusiast as sports car character to raise the Jupiter above the general level, but also it is docile, does not have an exhaust note that attracts attention, and is in every way a practical car for daily use in and out of a big city. At speeds appreciably below 15 m.p.h. the top gear pick-up



## ROAD TEST

— continued —



The horizontally slatted grilles direct air on to the cylinders disposed transversely immediately behind. At either side of the bumper overriders is a screw clamp securing the bonnet and wing assembly, in conjunction with budget-key-operated locks at the sides, against all possibility of lifting.

is not clean, but third gear covers most traffic situations except in thickly congested traffic, where it is no hardship to use second. The synchromesh on top, third and second is of excellent type for quick and quiet engagement upward and downward. There is a positive stop, by means of depressing a knob in the end of the gear lever, against unintentional engagement of reverse. There could well be more clearance between the lever in reverse position and the steering wheel rim. The competition-minded can make clean snap changes upwards, the box itself accepting such treatment and the gear change linkage being unusually positive for a steering column layout.

Minute-to-minute judgment of performance was inevitably somewhat obscured by the fact that, although a reduction in final drive ratio for this model has been made since the prototype first appeared, from 4.1 to 4.56 to 1, the

speedometer drive ratio had not been changed accordingly on the particular car tested, with the result that the speedometer was reading approximately 10 per cent high, and even more in the upper range. However, 70 m.p.h. true speed is held well, and 60-65 can be regarded as the cruising speed to be maintained almost indefinitely on suitable roads. There is some mechanical noise around 4,000 r.p.m., where also exists a period of hardness, but there is nothing strongly marked about these characteristics. Pink-ing on 72-octane fuel was no more than mild, and only once was running-on observed. Top speed is a ready 85 m.p.h., and under only very slightly favourable conditions, and, incidentally, on wet roads, just above a genuine 90 was seen.

In the raised position the hood is by no means unshapely, forming a coupé or convertible rather than just an open car with the hood up. In keeping, the doors can be locked.



The luggage space is reached by hinging forward the one-piece seat back rest; specially fitted Revelation suitcases are normal equipment to occupy this limited space to the best advantage. There is also some space immediately behind the back rest, in which is placed vertically a tool box, and there in the floor are the batteries, in two sections.

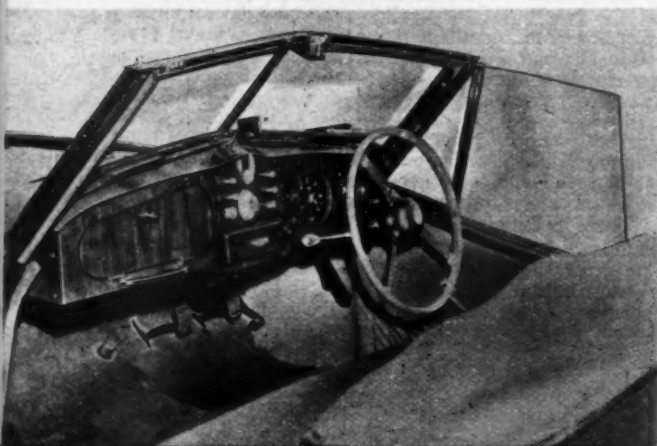
Finely finished woodwork in the best British tradition forms the instrument board. The practical side has been well studied, too, the range of instruments being unusually comprehensive (see text), whilst on the left of the fascia is a useful lock-up cupboard, also a "grab handle." Minor controls are well grouped; the traffic signals switch, beneath the mirror, is returned to zero by a time device. The winding windows are of the frameless type and the triangular forward panels are fixed. The hood attaches at three points to the windscreen frame.

For what may be called trials country, corresponding to back area conditions in many countries overseas, the Jupiter is admirable. It has all the power that is wanted for coping interestingly with exceptional gradients. Hills up to the 1 in 6 order (approximately 16½ per cent by another system of grading) are taken most satisfactorily on second gear, and there is ample reserve on first to cope with the worst kind of hill that may be encountered or for a restart on considerable gradient.

On a main road the car has a fine progression, meaning that it sweeps along at its 60-70 m.p.h. easy gait, most readily goes considerably higher when there are the opportunity and the wish, is not too quickly brought off the cruising speed by lesser gradients, and has a third gear which is valuable for quick overtaking. It is not easy to comment on gear ratios that have been selected by a manufacturer with many factors in mind, but it seems possible that third and second could advantageously be closer in ratio, third a shade lower and second a shade higher.

On the all-important steering, which is by rack and pinion, the first comment is that it is reasonably light and without lost motion or the slightest suggestion of vagueness. It is high geared and, therefore, quick in the way that is so important with a car of this character. It is almost entirely devoid of castor action and feels inert, but not in a wholly disadvantageous sense, and certainly with the benefit of not transmitting any road wheel movements to the steering wheel.

There is a fair concentration of weight on the front wheels and the flat engine forms a considerable overhanging mass which is not matched by any great overhanging weight at the rear, as the luggage locker is well within the wheel-base and the fuel tank is almost over the rear axle. As a result, a marked degree of understeer may be experienced on sharp corners with adverse surface conditions, although it is not noticeable when taking normal main-road bends



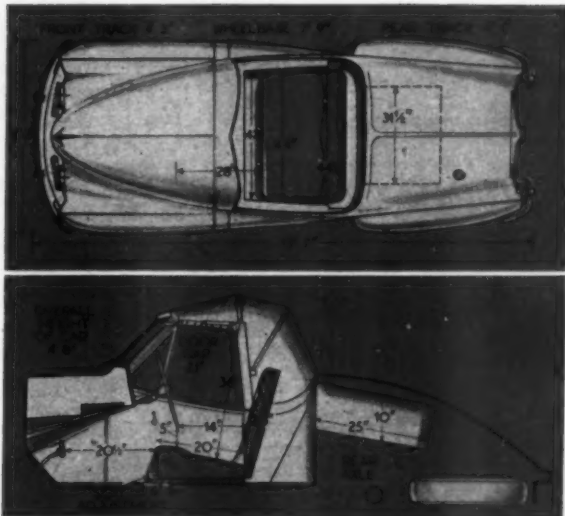
fast. It is quite difficult to provoke a tail slide or a "four-wheel drift." These, however, are considerations rather for the rally test driver than for the average owner, even of the class of car to which the Jupiter belongs, and in general there are a very high degree of stability and a strong feeling of security, no doubt much assisted by the torsional stiffness of the frame, to which reference has already been made.

The suspension has an appreciable vertical amplitude, but this is extremely well checked by Woodhead-Monroe direct-acting telescopic dampers at front and rear. On poor secondary roads the occupants do not experience shock, and it is not felt that the car itself is being treated unduly harshly. It feels solid and capable of standing up to hard work without suffering. Without striking one as possessing exceptional power, the hydraulically operated Girling brakes provide all the deceleration that is wanted. For maximum results pedal pressure needs to be firm. Wheels do not lock and there is no suggestion of deviation either on the straight or on bends under heavy application.

### Driving Position and Controls

As regards angle of the spring-spoked steering wheel and actual comfort of the seat the driving position is satisfactory, but in a car such as this one cannot help regretting the absence of the support and actual positioning during fast cornering that can be given by separate seats and shaped back-rests. There is considerable leg room for tall people, and comfortable space for the driver's left foot off the clutch pedal. The throttle pedal movement is capable of improvement in detail design; only by a somewhat awkward right-foot action could the full opening be obtained. Also, and again on this particular car, the pendant type of hand-brake lever is attached to the steering column and gets in the way during entry and exit, though it is convenient to apply and release.

Visibility of the instruments is excellent in the absence of a top spoke to the steering wheel, and they are set in a finely finished walnut fascia. They include a rev counter as well as an engine water thermometer and the now very rare oil thermometer. The oil thermometer hardly shifted from its stop at 30 degrees C, a point indicating either that it was inoperative or that an extremely high degree of cooling results from the finned-tube type of oil radiator of con-



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

properly effective, and causes some blanking of vision to the left side; where otherwise the wing would be within the driver's view.

The screenwiper blades did not have a sufficiently wide arc of sweep, leaving blind areas towards the centre of the V windscreen. Demisting vents are built into the lower frame of the windscreen for use in conjunction with a heater installation. The fluted reflector type of Lucas head lamp is fitted and gives a fine main beam, with an anti-dazzle beam fully effective on the left side. Also the note from the twin horns is sufficiently strong for a car of the Jupiter's performance. Luggage room is restricted, but the best use is made of the available space by the inclusion of fitted cases.

Throughout the test, as it happened, the car did not stand under cover at night; on only one occasion did the temperature fall sharply, but humidity was high. At all times an immediate morning start was obtained, use of the choke for the two carburettors being required only very briefly for the initial firing. Oil consumption was at the rate of 2,000 m.p.g. under mostly hard driving.

Showing how, the catches at front and sides having been freed, the whole bonnet, wing and lamp assembly lifts for inspection of engine auxiliaries.



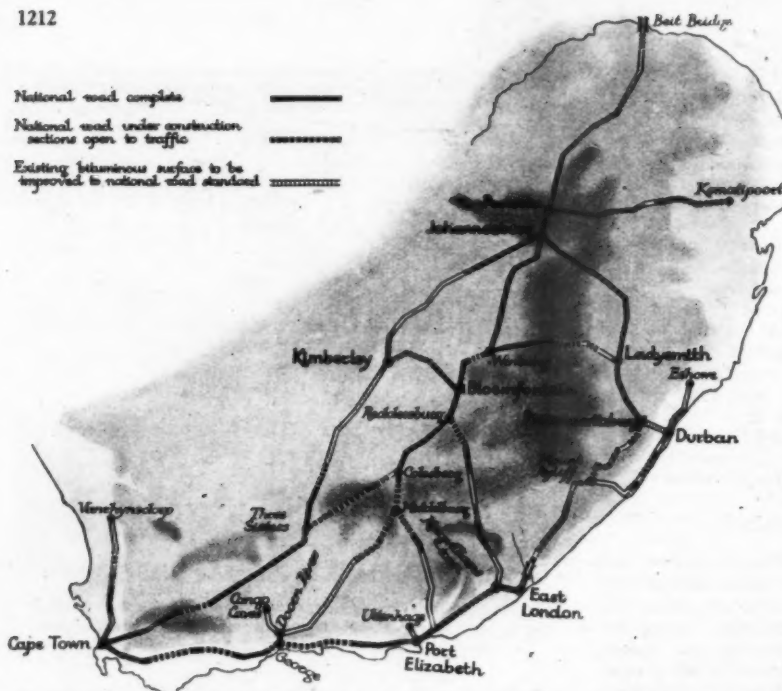
Good access to the engine oil filler and dipstick, carburettors, and ignition distributor and sparking plugs is obtained when the bonnet assembly is lifted, but the opening is restricted and it is somewhat awkward to inspect the water level. The bonnet is held open by self-locking struts and is released by pulling on the curved rod seen in the photograph at the level of the horns.

siderable area, mounted behind the transversely placed cylinders and in front of the water radiator, which is aft of the engine block in the Javelin layout. The instrument lighting at night is effective and not too disagreeably bright.

The two-three-seater body—it is possible with the one-piece seat and absence of controls at the centre to carry a third passenger on an "occasional" basis—is a convertible rather than an open car in the older sense, for it is substantially built, of aluminium, has winding glass windows in the doors and a lined hood. This individual body, under weather conditions which gave dry roads for only about 100 miles in a total of nearly 900, proved to have defects as regards entry of water and draughts, but fundamentally it is a comfortable and attractive style. The hood is easily raised and lowered and goes neatly into a cover when down. In the closed position the rear-view mirror is not







## SOUTH-EAST SURVEY

involved putting the jack down through a trap on either side of the floor of the coachwork; dust pours through these openings, however you may try to seal them. Also, for South African conditions sponge rubber should be used much more to seal all crevices in the coachwork.

The wooden station wagon body of my Austin which had been so much admired in England behaved like the wrong end of a vacuum cleaner! The wood expanded under

the hot sun and the corrugations loosened the joints, so that the inside of the car was covered with thick dust at the end of each day's run.

It may interest anyone thinking of making a trip of a few months only to know that in Cape Town it is possible to buy a car on the "buy-back" scheme, which guarantees repurchase at an agreed figure, arrived at on the basis of time and mileage. There are also plenty of cars available on the "drive yourself" hire plan. Those who go direct to Johannesburg should remember that if they buy a car and have it registered there they will be charged £10 a year more insurance premium by all the tariff companies on account of the appalling accident record in the Johannesburg area. At least a third of the cars you see in that city have major or minor dents which are known as "T.J.s", T.J. being the registration letters for Johannesburg!

The standard of driving in South Africa is sometimes on the reckless side, especially at night, at weekends, and on public holidays; unlike at home, alcoholic drinks are very cheap and *very strong*. Any type of low-built sports car is impractical in the Union except on National roads, and high compression engines do not like the petrol available, especially at sea level; that is, with the exception of the Natal Province, where "Union" spirit, refined from sugar cane, is available; 20 per cent of this spirit in the tank takes all the pink out and gives much more power, but a stronger mixture must not be used, otherwise, as I dis-

**I** LEFT for South Africa just before Christmas, 1948. At that time it was very difficult to get a passage by sea, and I was lucky eventually to get a cabin in a Swedish cargo ship sailing from Gothenburg and carrying twelve passengers only. This proved to be an immense success. The Swedish cook provided an unending succession of delicious meals (the New Year and several Swedish holidays providing good excuses). They were a joy after 1948 at home, which must surely have been the peak year of austerity.

We called at Las Palmas to refuel; it was surprising to see there large numbers of Austin Sixteen station wagons, the type of car I had chosen to bring out. I had been to the 1948 Motor Show intending to buy a car for export to Rhodesia, and to sell it out there at the end of my trip. I imagined it would be possible to walk up to any stand and order any model for early delivery. It was a shock to find that *none* of the new models was available for several months, but finally the people on the Austin stand referred me to the export division. Here one could get quick delivery only of the A.40 or of the obsolescent 16 h.p. Both chassis were available with a station wagon body, which I thought would solve the luggage problem. I chose the Sixteen, thinking that the A.40 would be too small to stand up to long mileages off the beaten track, also because the A.40 had a steel body which might have become uncomfortably hot as against the strong wooden body of the Sixteen. This choice later proved to be wrong.

Travelling on corrugated surfaces cannot, as far as I know, be experienced anywhere in Europe. In a car with independent front springing, it is possible to find a high cruising speed at which the jolting from the corrugations is reduced to a minimum, and there is not the continual fear of breaking a spring. Many motorists in South Africa go a step further by fitting very low pressure super-cushion tyres, but they are generally considered to have a shorter life and a tendency to cause rolling at speed.

With half-elliptic springing, as on my Austin, it is necessary to take the corrugations very gently, which makes driving in the heat on long straight roads very irritating. Possibly the A.40 would have been rather light for the big mileages covered, though one saw this little car everywhere in South Africa and Rhodesia, and I never came across one in trouble or with a dissatisfied owner. The only complaint was one which is generally heard in South Africa: British manufacturers do not appreciate the tremendous column of dust found on South African secondary roads. The jacking system of my Austin in-



By **BASIL  
EYSTON**

The author, who is the brother of George Eyston, previous Land Speed record-holder, wrote to *The Autocar* as follows: "I am on the way home after a 20,000-mile motor trip through South Africa and Southern Rhodesia. It was so difficult before leaving England to obtain accurate information about expenses and hotels, or to discover the most suitable type of car for the expedition, that I believe some notes on my experiences may be of interest. I think, too, that the export divisions for British cars should be more fully informed, as it does harm to the reputation of their products if they allow unsuitable types to be shown abroad to their obvious disadvantage. My trip could certainly have been far cheaper and easier had I known beforehand all that I discovered."

## AN EXTENDED TOUR IN SOUTH AND EAST AFRICA . . . . . PART I

covered to my cost, it will perish the diaphragm in the petrol pump.

After doing 5,000 miles up to Southern Rhodesia I finished my year in South Africa with a Pontiac, which I brought new in Johannesburg. It proved to be very well sprung, quite fast enough for general touring purposes, and the bodywork was well sealed against dust and fumes. However, the Duco paintwork was very soft, and the doors continually wanted setting up and tightening.

In South Africa it was wonderful to experience, after so long, really unrestricted motoring; at that time, although motorists were threatened with rationing if they did not economize at weekends, petrol was completely unrestricted. Every little village has a good petrol service station, where, at the same time as the petrol is put in, without asking your radiator is filled, distilled water put in the battery, and your tyre pressures are checked. They will change the engine oil and grease the chassis usually in a couple of hours.

Tyres require careful watching in the summer; pressures go up to the skies in the heat of the day, and if pressure is let out it is essential to stop and reinflate as soon as the temperature drops. Tyre manufacturers discourage bleeding tyre pressures in this way only because motorists will forget to reinflate. If one starts off in the morning after finishing the previous day's run whilst the sun is still up, the tyres may have lost ten or fifteen pounds pressure overnight. If you are prepared to go to the trouble of reinflating, I found that you got much more comfortable riding by keeping the tyres constantly at the recommended pressure; the Dunlop tyres supplied with the Pontiac had completed the 15,000 miles with signs of wear only in the rear treads, and I had only two punctures, both from nails.

I tried out an Austin A.40 and a Vauxhall Velox extensively on some of the worst surfaces in the country, and also on a mountain pass with very sharp bends. The

(Top to bottom) Checking the tyre pressures on the Austin station wagon: one of the beautiful Dutch houses of Cape Province: Zebra in the Kruger game reserve: a tortoise crosses the soft dust of a road in the reserve. (Left) The Pontiac which was also used by the author.



## SOUTH-EAST SURVEY

continued

stability and comfort afforded by the springing of both cars compared, to my surprise, at least equally with the Pontiac; the only criticism I would venture of the Austin is the lack of luggage space, and of the Vauxhall the height of the driving position.

I met a couple with two children from Tanganyika who were touring the whole of South Africa on leave in a Vauxhall. They had experienced no sort of trouble, and the car was heavily laden. The dust-proofing of the Vauxhall was particularly good. It is, of course, no use pretending that an extensive tour of the country cannot be done more comfortably in a big car. The leg room, big luggage compartment, and the higher cruising speed of a large car do make travelling long distances much easier. Against these advantages one must set the saving in purchase price (considerable since devaluation) and in fuel and maintenance.

The new range of bigger British cars may well be the happy medium. Very few Austin A.70s and A.90s were to be seen at that time; but on the way home, in Freetown, West Africa, I was pleased to see one of the latest Wolseleys. The A.90 will appeal to sports car enthusiasts. This car is practical for South Africa, as it has excellent ground clearance. My personal taste is *not* for a convert-

vinces, which have some of the most beautiful and interesting scenery, this difficulty is very little encountered. Throughout the whole trip I never met any unfriendliness on account of politics, though it is wise to keep off the subject. The Afrikaans-speaking people are very nationalistic about their language, and if you do take the trouble to learn a few phrases they are delighted.

Visitors must be prepared to accept a very different standard of hotel comfort from that at home. There is this to say for African hotels: *they give much better value for money.* You can stay in the best hotel in any city for an inclusive price of 30s a day; a *really inclusive* price, which gives you early morning, 11 a.m., and afternoon tea, as well as three enormous meals a day. It is very difficult to get a private bathroom: indeed, in Cape Town, Durban and Johannesburg you will be lucky to get a room at all unless you book months ahead. Usually, however, it is possible to find small hotels with vacant accommodation within fifteen or twenty miles of all the big cities. With about three exceptions in the whole Union the standard of first-class hotels is much lower than in Western Europe. Second-class hotels in the big towns are much better avoided. Their prices are comparatively high (20s to 23s a day) and they provide a poor standard of service and



Puncture with the Pontiac, showing the jacking system fitted. Right: The Austin at Beit Bridge on the South Africa-Rhodesia border.

ible type body in a hot climate, because it is often a relief to be protected from the sun. In the Pontiac you could wind open the side panels to the 135 deg position, and with the scuttle ventilator fully open you could always keep the inside of the car cool. I think the old-fashioned scuttle ventilator is more effective than the alleged "air-conditioning" on the latest American models.

I have no doubt that an extensive tour of South Africa could be done in reasonable comfort in the smallest types of British car by two people who are prepared either to travel with little luggage or to do their motoring within range of big towns so that heavy luggage can be sent by rail. It is possible to have fitted to the roof a luggage carrier which will take two big suitcases.

Hillman Minxes and Standard Vanguards were to be seen in large numbers round the big towns, but I did not have the opportunity of trying them out extensively on really bad surfaces. The Citroen seems to be popular, and I met an English couple who had bought one in Cape Town and had done big mileages. This car seemed to have plenty of smooth power and a good luggage capacity, but I thought the rather rigid springing more suited to European conditions; the front-wheel drive was excellent for negotiating mountain passes.

On tour in the Union you have magnificent scenery, and things to do and see which are unique in the world; the cost of petrol is about the same as in England, accommodation is cheaper, and of course there are no currency restrictions. In some provinces, such as the Transvaal (away from the cities) and the Orange Free State, you may find only Afrikaans spoken, but in the Cape and Natal Pro-

catering. It is possible to find small hotels all over the country, even within motoring range of the cities, which, although a bit rough in some ways, are clean and give very good value for about 15s a day inclusive.

In Southern Rhodesia, hotels are crowded and generally most uncomfortable. Except in two restaurants and one grill room in Cape Town, and one restaurant in Johannesburg, I did not discover any cooking to compare with Continental standards, but it must be said in fairness that you are at least given gigantic helpings everywhere.

In all hotels throughout South Africa you will have to suffer the torture by tea; it is the ineradicable custom to bring tea at 6.30 a.m., breakfast not beginning until 8 a.m. No use to tell the office that you want to sleep late; nothing will deter the native servant from carrying out this rite! In the first-class hotels they bring you a pot of tea on a tray, but in all the others you get a cup of an evil concoction brewed in an urn and already mixed with milk and sugar! Having survived this untimely awakening and perhaps gone back to bed to have a little more sleep, you will shortly again be woken up by the native servant in search of the empty cup! Otherwise, one soon becomes used to the early rising and early retiring custom of the country.

In summer the best part of the day for motoring is directly after sunrise until 11 a.m., and there is very little twilight. Nearly all motorists on tour start off very early and have breakfast on the way. I had a 6-volt dry shaver fitted to the car, so that it was possible to shave whilst going along, of course with somebody else driving!

(To be concluded)



**For Town or Country**



*The 4½ Litre* **BENTLEY** *Mark VI*



*The Silent Sports Car*

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Car Manufacturers fit  
**DUNLOP** as standard  
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SUNBEAM · TALBOT · BRISTOL · JAGUAR · FRAZER-NASH · LANCHESTER · HILLMAN

THE  
Great  
Irel  
Ade  
Gue  
Jers  
Gib  
Mol  
Isle  
Aden

Baham  
Basuto  
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Jamaica  
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Uganda  
Nyasa  
Tangan  
Zanzib

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North  
Maurit

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Seyche  
South  
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Southe  
Straits  
Swazila  
Trinidad

Federat  
Negro  
Perat

Unfeder  
Johor  
Kedah  
Kelantan

## WHAT THE LETTERS MEAN

## Great Britain and Northern

Ireland	GB
Alderney	GBA
Guernsey	GBG
Jersey	GBJ
Gibraltar	GBZ
Malta	GBY
Isle of Man	GBM
Aden	ADN
Bahamas	BS
Basutoland	BL
Bechuanaland	BP
British Honduras	BH
British North Borneo	SNB

Perlis	PS
Trengganu	TU
Windward Islands:	
Grenada	WG
St. Lucia	WL
St. Vincent	WV
Albania	AL
Angola	PAN
Argentina	RA
Austria	A
Belgium	B
Belgian Congo	CB
Brazil	BR
Bulgaria	BG
Cameroons (French)	TC
Chili	RCH
Cuba	C
Curacao	CU
Czechoslovakia	CS
Denmark	DK
Egypt	ET
Eire	EIR
Finland	SF
France:	
Algeria	
Morocco (French)	
West Africa (French)	F
Tunis	
Madagascar	
Indo-China	
French India, etc.	
Greece	GR
Holland (Netherlands)	NL
Hungary	H



An Egyptian number plate.

British Somaliland	SP
Burma	BA
Ceylon	CL
Cyprus	CY
Gambia	WAG
Gold Coast, Ashanti, Northern Territories, Togoland (British)	WAC
Nigeria and Cameroons (British)	WAN
Sierra Leone	WAL
Hong Kong	HK
India	IND
Pakistan	PAK
Jamaica (Turks, Caicos and Cayman Islands)	JA
Kenya	EAK
Uganda	EAU
Nyasaland	NP
Tanganyika	EAT
Zanzibar	EAZ



Partially obscured CH is Switzerland.

Northern Rhodesia	NR
Mauritius	MS
Newfoundland	NF
Seychelles	SY
South Africa	ZA
South West Africa	SWA
Southern Rhodesia	SR
Straits Settlement	SS
Swaziland	SD
Trinidad and Tobago	TD
Federated Malay States:	
Negri Sembilan, Pahang, Perak, Selangor	FM
Unfederated Malay States:	
Johore	JO
Kedah	KD
Kelantan	KL

## "Titre Temporaire" (see article).

Iceland	IS
Iran	IR
Iraq	IRQ
Italy	I
Liechtenstein	FL
Luxembourg	L
Mexico	MC
Monaco	MC
Morocco (Spanish)	ME
Mozambique	MOC
Netherlands Indies	IN
Norway	N
Palestine	M
Peru	PE
Poland	PL
Portugal	P
Roumania	R
San Marino	RSM
Spain	E
Surinam (Dutch Guiana)	SME
Sweden	S
Switzerland	CH
Syria and Lebanon	SL
Tangier	MT
Thailand (Siam)	SM
Togoland (French)	TT
Turkey	TR
U.S.S.R.	SU
Uruguay	U
Vatican City	V
Yugoslavia	Y



In London's West End—TT letters indicate a French temporary registration.

## By their plates . . .

## VARIATIONS ON A REGISTRATION THEME

INSTEAD of the Age of Progress (anyway, that superstition went out with the Victorians) or of the Common Man, a fitting title for the present might be the Age of Regulations. More people than ever are travelling, and want to travel, a touching exhibition of brotherhood, but as far as the formalities to deter them go, this is the worst age for travellers since Marco Polo tried to outwit the Great Cham of China. Registration plates on cars indicate where some of the brave ones have come from, and for the benefit of readers, *The Autocar* gives here a table with the meanings of nationality plates. Some strange plates are to be seen nowadays, especially in London.

The use of special letters is the result of an international agreement, and by Order in Council the motoring organizations are allowed to issue the plates. Not all countries subscribe to it, hence such temporary registrations, and numbers, as the T.T. plates here illustrated. This label stands for *Titre Temporaire* and indicates that the car belongs to a traveller from America, or perhaps Canada, who has begun his tour in France. The corresponding plates in England are those prefaced with QB and QD, issued by the R.A.C. and A.A. The letters following the TT indicate the particular district of France where the registration was taken out. The plates remain on the car when it leaves France, hence the number of them to be seen in England.

Other puzzlers are numbers prefaced by ZZ and EE. A car entering Europe from America via Italy will be temporarily registered there with an EE number, and ZZ indicates a similar process for Eire. It is curious that a car belonging to an American, with temporary registration in this country, which goes to France, will carry a GB plate.

An R.A.C. or A.A. temporary registration.





# Disconnected Jottings

BY THE SCRIBE  
Drawings by Barry Appleby

## Winter

THE dreary months are with us again, and I noted with sorrow that the dials of my instruments were misted on the inside the other morning—a sure sign that there was more humidity around the scuttle than was good for any car. By the way, have you inserted the anti-freeze yet? Better do so. And if you rely on a small heater lamp, remember the friend of mine who went down one morning in 1946 and found his cylinder block frozen (fortunately the cores had relieved the pressure). His little lamp was still burning, but that was a *hard* winter.

♦ ♦ ♦

## Out of Proportion

TWICE lately have I had the contrast sharply drawn between the luggage accommodation of the machine I know best at the moment—of no mean overall size—and that of a quite small foreign car and a modern-styled, medium-sized British car. On both occasions I took a party of people on holiday. The first time I travelled with the medium-sized car and all the gear went in the locker. The return trip a fortnight later brought the regular car into use again and my first discovery was that the biggest suitcase would not go in the locker—it had to be stowed on the floor of the rear compartment, covered with a raincoat to



Would not go in.

prevent scratching my precious upholstery, and with the fourth passenger, fortunately young and uncomplaining, sitting sideways to clear it.

Next a similar complement, but very different in age, went coastwise in the regular car again and once more a suitcase and sundry soft packages had to go inside the car. The return from this jaunt was with the little foreigner. To my glee, everything for three people for a week's holiday went in the locker except a portable radio, and that could have been absorbed, but I felt that it would be jarred less beside the front passenger.

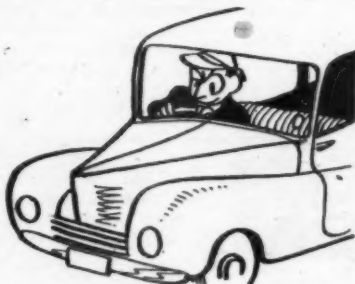
Many, if not most, of the current newly styled British cars have pretty

useful luggage compartments, and some are remarkably good now. But I have had somewhat this same contrast before between the capacity of small and big cars. In the car which I have criticized in this respect I admit that first attention has been paid to room for the rear passengers. If we would accept spare wheels carried externally once again there could be much more luggage space; and it may be very nice to have the tool-kit laid out in the lid of the locker, but it cuts down the space which is so much needed at times and usually makes the lid awkwardly heavy to lift.

♦ ♦ ♦

## Aiming

IT may be claimed against me that I am a poor driver when I venture on this subject, but I must confess that I like to have something with which to *aim*. Visible wings are best



Something with which to aim.

of all, but it is not difficult to get to know where they are even if they cannot be seen.

I do object, however, when the bonnet becomes a flat, sloping expanse, without so much as a centre-line or *motif*. My remarks apply to the larger cars, of course, where one has plenty of power under the foot and likes to know precisely where it takes you.

♦ ♦ ♦

## Object Lesson

IT so happened that I drove into London and went straight off to Lord Lucas' grave meeting with journalists on the subject of road accidents. As the noble Lord spoke of bad habits I recalled an experience of the morning. I had turned into a narrow, clear street behind an aged saloon. Ahead was emptiness except for a lorry parked on the right side of the street about 75 yards away. As anyone would legitimately have done, I dropped down to second gear, overtook the saloon and swung back to pass the lorry; with the second gear of a "hot" car the poor old saloon was left almost at a standstill. About three hundred yards farther I stopped at a

malevolent cross-roads; to the right was a lorry coming across. Just at that moment the old saloon tore up in third gear on my outside and rushed into the crossing. Very late the driver saw the lorry, but thank heaven the lorry driver was quick, and both vehicles cleared. The lorry driver stopped for breath, looked at me and asked me just what was a chap to do?

Was I the cause of that near-accident? Emphatically no. The selfishness, conceit and general dog-in-the-manger outlook of the saloon driver had caused him to be incensed by my legitimate use of ample power on a high-performance car, and he was retaliating. What fools there are.

♦ ♦ ♦

## Nay

IT seems more and more curious that with the severe congestion prevailing in the bigger cities, horse-drawn traffic is still in wide use. The idea of a ban is unpalatable, for once a Government starts it may so easily run amok with its restrictions, but there must still be a solution.

The railways seem to be the worst offenders, and even in my case as an individual, the time wasted behind such traffic must add up to a frightening total. Surely, if the railways made more use of the "mechanical horse" three-wheel towing unit, and those



Still in wide use.

carriers of any size were persuaded to follow suit, a worthwhile speed-up in traffic could be made. It would certainly make a difference in the areas surrounding goods stations in London.

♦ ♦ ♦

## Direct Route

I LIKED the story told by a fellow-guest at the A.A. dinner the other week: His niece, strange to London, found herself driving against the one-way flow at Hyde Park Corner. Realizing the enormity of her "crime" she relied on feminine charm and, stopping by a policeman, asked him if he could tell her the most direct route to St. George's Hospital.

"Madam," said the constable, "you are taking it right now."

# Connaught Formula 2

LEA-FRANCIS ENGINE WITH PRESELECTOR GEAR BOX

**I**N a very short space of time the Connaught sports cars, based on a modified version of the Lea-Francis chassis, have built up an enviable reputation for road holding and performance, and their successes in sports car races at Goodwood, Blandford and Silverstone have underlined these characteristics. The project originated with the enthusiastic team of Kenneth McAlpine, with Rodney Clarke and Mike Oliver, of Continental Cars, Ltd., the firm of sports car specialists on the Portsmouth Road, near Send, in Surrey, and a new firm, known as Connaught Engineering, was formed to handle this venture.

For some time past the creative energies of the firm have been devoted to the design and construction of a single-seater Formula 2 racing car, utilizing the same basic power unit set in an entirely new and very interesting chassis. In spite of the innumerable difficulties which beset the small manufacturer of specialized productions in these days of controls and

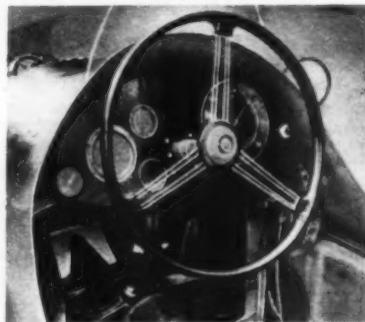
regulations, the prototype car was duly completed some months ago and, after considerable testing, made its first public appearance in the race meeting at Castle Combe on October 7, when it scored a second place, driven by McAlpine, in the 1,500 c.c. to 2,500 c.c. racing car event. Further tests are now in progress, and construction has commenced of a batch of cars for next season's racing, in which there is every prospect that they should acquit themselves honourably and with success.

## Tubular Basis

The chassis frame of the new car is based upon a pair of steel tubes of 3½ in diameter by 16 a.w.g., so disposed as to converge towards the rear. Suspension is independent at both front and rear, by torsion bars actuated by a linkage arranged to provide a rising rate under deflection of the order of a 30 per cent increase at full bump. The wheels are

Kenneth McAlpine (in car) conferring with Rodney Clarke at Castle Combe before the new Connaught's successful racing debut.

(Below): Cockpit view, showing the workmanlike construction and convenient positioning of instruments and controls.



## Specification

**Engine.**—4 cylinders, 75 mm x 100 mm. 1,767 c.c. 2 valves per cylinder, push rod and rocker operated from 2 camshafts, chain driven from front of crankshaft. 4 Amal T.T. carburetors; Scintilla NV4 magneto; dry sump lubrication. Power output 139 b.h.p. at 6,000 r.p.m. Compression ratio 8.75 to 1.

**Transmission.**—Armstrong Siddeley pre-selector gear box, giving the following ratios: top 1 to 1, third 1.211, second 1.505, first 2.014 to 1. Final drive by straight cut crown wheel and pinion and easily changed spur gears, giving 5 alternative ratios; ZF differential.

**Chassis.**—Tubular construction, with independent suspension all round by wishbones and torsion bars. Armstrong dampers.

Rack and pinion steering, 1½ turns from lock to lock.

**Main Dimensions.**—Wheelbase 7ft 0in, track (front) 3ft 10½in, (rear) 4ft 0½in. Dry weight, 10.9cwt; starting line weight (with fuel, oil, water and driver), 14.3cwt. Weight distribution fully laden: 47½ per cent front, 52½ per cent rear.

**Tyres.**—Dunlop racing, 5.50in x 15in front, 6.00in x 15in rear, on cast Elektron wheels.

**Brakes.**—Lockheed hydraulic 2-LS, 12in dia. x 2in, in Alfin drums.

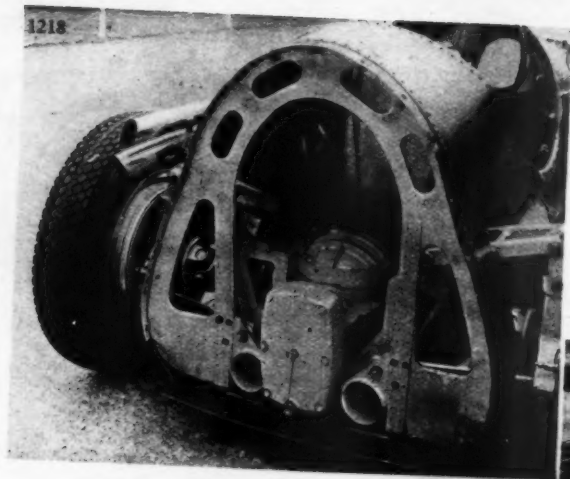
**Fuel System.**—Automatic pressure feed from two tanks; capacity 19½ gallons; oil capacity 3½ gallons.

**Price.**—£2,000.



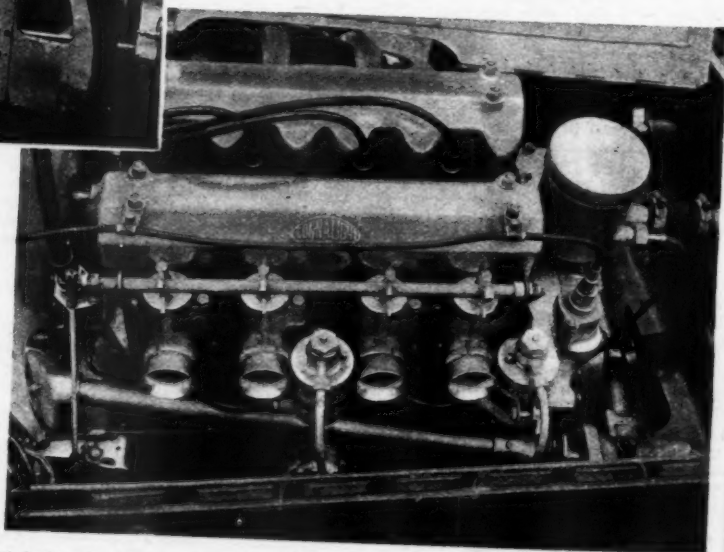
The sleek lines of the car are evident in this three-quarter front view which also shows one of the two fuel tanks; (inset) the double wishbone front suspension.





With the tail removed, as shown here, instant access is available to the final drive and step-down gearing. The independent rear suspension layout is clearly visible; the rear wheels are given a slight negative camber in the static position.

The four-carburettor layout is seen in this under-bonnet view of the right side of the engine, as also is the rack and pinion steering mechanism.



## Connaught Formula 2 Racing Car: continued

carried on units attached to the outer ends of double wishbones, and these are so arranged as to fix the roll centres of the suspension at 0.4in above ground level at the front, and 5.5in at the rear.

The wheels themselves are Elektron castings, attached by four studs to the combined hubs and brake drums, which are of light alloy with integrally bonded-linings by the Alfin process. The hubs are carried on Timken adjustable taper roller bearings, while the brakes are Lockheed hydraulic, of the two-leading-shoe pattern, 12in diameter by 2in wide. Steering is by rack and pinion, of Connaught design,  $1\frac{1}{2}$  turns of the steering wheel covering the movement from lock to lock; the steering, however, is rather lower geared than this figure would suggest, as the short wheelbase of 7ft renders large steering angles unnecessary. Wheel movements are damped by Armstrong spring dampers, built into the top wishbone assemblies.

The engine is basically Lea-Francis, utilizing a light alloy block and crankcase, with the crankshaft and connecting rods used in the special Lea-Francis engines supplied to America for use in midjet racing cars. Special Hepolite pistons are used, while the camshafts are modified from the original Lea-Francis form. As in all these engines, the valves are set at an included angle of 90 degrees in a hemispherical combustion chamber, and actuated by rockers and short push rods from two high-mounted camshafts.

Lubrication is dry sump, the front cross-member of the chassis being used as a 3½-gallon oil tank, with an oil cooler of the gilled-tube pattern mounted ahead of the main radiator. Four Amal Type 10 T.T. carburetors are used, and a British-made Scintilla NV4 magneto provides ignition. The engine delivers 139 b.h.p. at 6,000 r.p.m.

Transmission is through a four-speed Armstrong Siddeley preselector gear box (which results in a saving of 25lb weight as compared with the normal gear box, flywheel and clutch) to the final drive unit, which is mounted on the frame at the rear. In this unit the input shaft lies beneath the crown wheel and ZF differential, a pair of spur gears transferring the drive to the bevel pinion shaft; these gears are easily changed on removal of a cover plate, different combinations providing five alternative back axle ratios. Short universally jointed shafts transmit the

power from the central casing to the rear wheel.

Two fuel tanks are used, one on either side of the body amidships, with a total capacity of 19½ gallons; a pressure fuel feed is provided by an engine-driven air pump and a hand auxiliary pump. The positioning of the tanks results in a variation of only 2 per cent in the weight distribution as the fuel is consumed.

The whole machine is beautifully finished, with an attractive single-seater, light alloy body, presenting a frontal area of but 9.5 sq ft; large air scoops are provided to the brakes, and the cockpit layout and detail fittings are carried out in a workmanlike and unostentatious manner. With a power output of almost 140 b.h.p. and a dry weight of under 11cwt, the new Connaught should prove a formidable contender for Formula 2 honours. Incidentally, the sports two-seater Connaught now also has independent front suspension.

## BOOKS RECEIVED

*Motor Engineers' Pocket-Book*, by A. J. Coker, G. Hemmings and E. Molloy, published by George Newnes, Ltd., Tower House, Southampton Street, London, W.C.2; price 10s 6d. It gives the mechanic comprehensive details of most cars in current use, and a section on fault-finding.

*British Motor Cars 1950-51*, compiled and edited by A. H. Lukins, published by George Ronald, 2, Alfred Street, Oxford, price 7s 6d. General information, specifications and illustrations.

*The Seas and Shores of England*, by Edmund Vale (12s 6d, B. T. Batsford,

Ltd., 15, North Audley Street, London, W.1). This is a second, slightly revised edition of a book first published in 1936. Whilst not immediately and obviously falling into the category of a "motoring book," it is concerned entirely with the coastline that is specially accessible to the motorist. It offers him, as Sir Arthur Quiller-Couch puts it in a foreword to the book, the beauty in the lessons of the coastline as read from the sea.

The F.B.I. Register of British Manufacturers is now available, published for the Federation of British Industries. Enquiries for copies from readers in Great Britain should be addressed to Kelly's

Directories, Ltd., 186, Strand, London, W.C.2. Overseas readers should write to F.B.I. Register, Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. This standard book of reference on British goods and their manufacturers costs £2 2s.

*An Ocean Without Shores*, by C. O. Jennings (Hodder and Stoughton, 12s 6d). No motoring link exists with this book except that its author is a keen amateur racing driver. It is an escape story—127 days in an open boat—and ranks alongside works of Joshua Slocum, Alain Gerbault, Conor O'Brien and W. A. Robinson.



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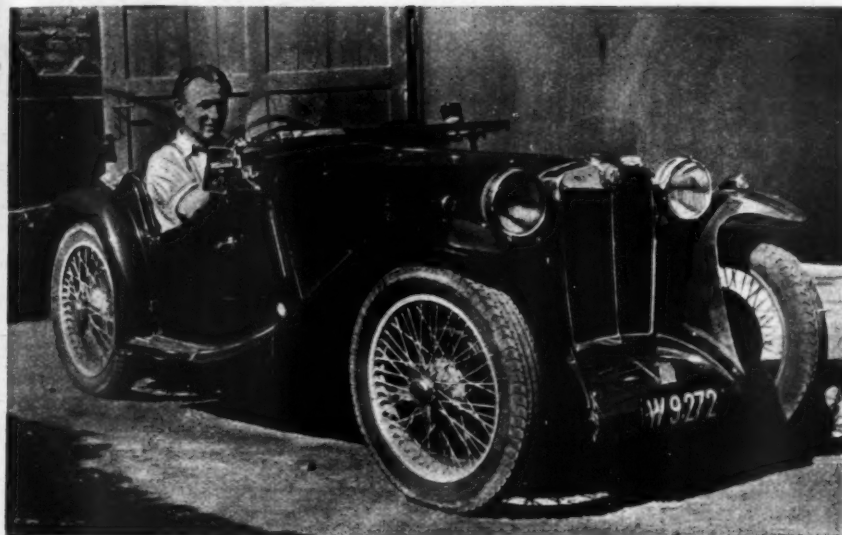
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The M.G. as it now appears, with its owner.

## TALKING OF SPORTS CARS

— No. 330 —

"T.O.S.C." needs little introduction to regular readers of *The Autocar*. It is a series of articles dealing with sports cars that have been given something special by the enthusiasm and affection of their owners. It may be little, it may be almost a rebuild, but the spirit in which it has been done is the criterion by which the car's suitability for the series is measured.

# AN AUSTRIAN PA-TYPE: HOTTING UP BY INTUITION

**B**ETWEEN Wiener Neustadt and Neunkirchen, across nine miles of level plain, lies the Neunkirchner Allee, one of the few roads in Austria where it is safe, at the right time, to let a fast car go as fast as it can. On a Sunday in August, 1947, I left Vienna at 3.30 a.m., hoping to get to Klagenfurt, 200 miles off, in four hours. When I got about half-way down the Neunkirchner Allee I saw, parked under the trees, what was undoubtedly a PA-type M.G., and could not resist stopping. It was the first M.G. that I had seen in Austria, apart from my own, and I believe that it is still the only PA in the entire country. There was nobody near it, but a hundred yards up the road two men were laying out a tape measure. One of them, noticing me, came back and held out his hand, as though my car were a guarantee of solidarity. "You've come at the right time," he said. "You can hold the watch."

After several minutes of complicated conversation, he speaking the broadest Vienna dialect and myself fumbling all the time for the right technical words in an alien language, I understood that he was going to try the PA over a measured kilometre for the first time, the engine having been prepared for it a week before.

He lifted the bonnet on the carburettor side. Except that it had horizontal Solex carburettors instead of the original S.U.s, the engine looked normal. There was, however, an air of super-efficiency, owed in some part to absolute cleanliness, but for the rest defying definition. "Would you like to hear it?" said Herr K. The engine ran quietly and took without hesitation all the throttle that could be given it, soaring up to 6,000 r.p.m. with a blare from the exhaust that could have been heard a mile away. It is remarkable that although the engine subsequently produced considerably more b.h.p. through various modifications, the exhaust was never as insistent as at this stage.

The 100-metre tape was laid out ten times and two white posts were driven

in by the roadside (they are still there). I, holding the watch, stood by the far one, K's friend at the other. K took the car back two kilometres to get a good run in. The average of four runs in one direction was 134.3 k.p.h., or about 84 m.p.h., there being a very slight wind behind the car. K was satisfied for the moment, but his mind was full of plans for the fourth stage of modification, which was to be carried out in the coming week.

A word about the history of the PA may be appropriate here. K got it, new, in 1936, when there were perhaps three dozen other M.G.s in Austria. He meant to warm it up for competitions, notably the annual hill-climb in the autumn at Graz, but never found the time. Between its arrival in Austria and the outbreak of war the car did fewer than 7,000 miles. From 1939 until 1944 it stood in a shed on blocks, and then K decided that some way must be found of saving it and the two other M.G.s, which he then had, from the impending Russian occupation of Vienna. Half-measures were useless. He spent three weeks dismantling them,

dividing each car into five major parts—wheels, body, chassis frame, engine and "etceteras"—and then, working at night, buried as much of them as he could. The three engines, wrapped in greased sack-ing and rubber cloth, lay in a common "grave"; two of the chassis were put in a backyard and covered with rubbish, and the third went into K's cellar; the wheels were buried in two places, as were the "etceteras" (such things as instruments, brake cables and lamps) and finally the bodies were hammered where they could be most easily repaired, treated with a blowlamp and flung on a scrap-heap near the buried chassis, various other items of more obvious junk being piled about them for effect. The result was that, although he lost a lorry-load of workshop equipment (the lorry was his, too) K saved his M.G.s. Two of them were reassembled after Four-Power occupation of the city had been agreed, and the third is awaiting its turn.

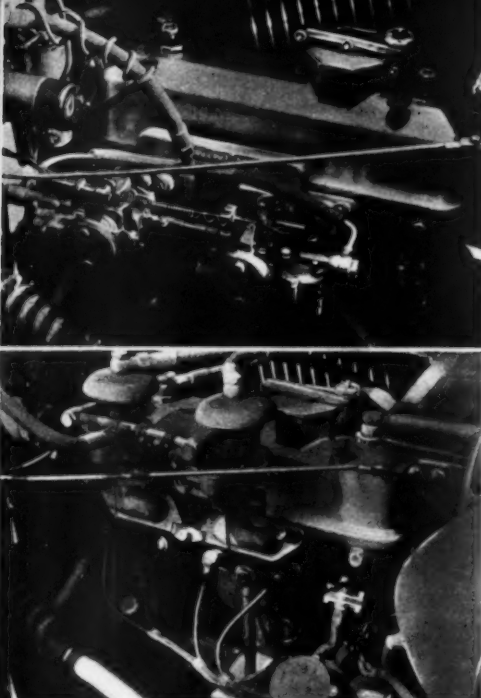
When I arrived at his workshop on the Monday morning K had two packets on the bench in front of him. In one was a Scintilla magneto (NV4) for which,

Fitting a crankshaft-driven supercharger, the latest modification.





## TALKING OF SPORTS CARS . . . continued



A fortnight later we timed the car over the measured kilometre on the Neunkirchner Allee, and the average of four runs in two directions, with a stiff diagonal wind blowing, was a little more than 89 m.p.h. The figure for the best kilometre was, as nearly as we could make it, 93.3 m.p.h.

I hasten to say that more had been done to the engine than merely the fitting of non-standard carburettors and a magneto. The following is a summary of the work embodied in the first three stages of modification:—

First, all the reciprocating parts except the pistons were literally mirror-finished. The connecting rods glitter as though they were plated, and so does the crankshaft. Between thirty and forty hours' work went into the finishing of each connecting rod, and finally the four were balanced to within a few milligrammes. The polishing of the combustion spaces and ports took nearly a month. Unfortunately K did not record what improvement all this polishing made in terms of performance (he has a test brake available), but at least the cylinder head can be decarbonized now with little more than a wipe round.

New valves were made of austenitic steel, and likewise polished. They were left without the grinding-in screwdriver slots. The exhaust valves were about seven grammes lighter than the originals and the inlet valves about four. Stronger valve springs were fitted (K does not know how much stronger they were, or, apparently, where they came from). Valve lift was increased by grinding 0.7 mm off the cam bases. Six 57 mm piston blanks were obtained from Germany, and K, working again intuitively, turned up four pistons with a 6 mm dome. He had not worked out exactly what difference this would make to the compression ratio, but reckoned that the engine would tolerate the increase if run on 50-50 petrol-benzole, and so it proved (in fact its standard fuel is a 60-40 mixture). The new pistons were made to weigh exactly the same as a new original one, and to take the original rings.

Finally K made a lot of trial-and-error experiments with the exhaust system, this time on the brake, and decided to use tubing 5 mm smaller than the original and a Brooklands-type expansion chamber of 18-gauge steel, externally reinforced against drumming.

The last modification, made early this year for racing at Abbazia, in Yugoslavia, was the fitting of a low-pressure Zoller supercharger (VD type). This was mounted in front of the crankshaft and

coupled to it through a disc of ½ in reinforced rubber which, though it looked absurdly inadequate, never gave any trouble. The engine was fed through the forward part of the original manifold from K's NA-type Magnette (which by then had three carburettors and three separate manifolds), the rear of the manifold, with its two superfluous ports, being cut off and a small projecting length turned to receive the pipe from the supercharger. Oil for the supercharger was taken from the feed to the o.h.c.

A run on the brake showed about 78 b.h.p. at 6,700 r.p.m. and an enormous improvement over the range between 2,500 and 5,000 r.p.m., and it was obvious that the axle ratio would have to be altered to take advantage of the supercharger. This was no problem for K, who has sets for three different ratios, bought, like much else that he has, for no particular purpose as the opportunity offered. The "next highest" was fitted—he has no record of its actual number—and subsequently retained even when the supercharger was taken off.

Once again to the Neunkirchner Allee. From the run down it had been evident that the car was now a good deal faster, but we were surprised to discover how much faster it actually was. Holding a sheet of figures in one hand and a watch in the other, I counted off the seconds as it approached. Nineteen, twenty, twenty-one, twenty-two—and it was past. The watch showed 22.1 sec. This, according to my tables, represented a bit more than 162 k.p.h., or 101 m.p.h. The subsequent runs were all slightly slower, the last being complicated by the fact that a Chevrolet intruded itself and had to be overtaken near the end of the timed stretch. On the way back we checked the fuel consumption, the tank first being allowed to run dry and then being given a carefully measured five litres, and it worked out at a little better than 23 m.p.g. The road speed during the test was between 70 and 75 m.p.h. wherever possible.

Later, since the oil temperature went up to 80 deg C and showed little tendency to come down, K fitted an oil cooler, part of the radiator of a light aircraft. This was connected between pump and sump and mounted in front of the main cooler.

The car is running without the supercharger again now, to save petrol. In its present form (down-draught Solex, Scintilla magneto) it does about 27 m.p.g. if run hard. No other figure is available because K never drives slowly.

J. R. L. ORANGE.

Two carburettor systems, the original side type and a more recent down-draught system.

apparently, he had been negotiating for ten months, and in the other two down-draught Solex carburettors, of the type fitted to the Volkswagen. It is typical of K that he had known apparently intuitively that these carburettors would exactly suit the PA engine, as it then was, at high speed. He had not troubled to make the smallest calculation. He decided to mount them on separate manifolds, whose design was the product of the artist rather than the mathematician. These manifolds, each a semicircle of copper tube blended into a short vertical intake pipe, were rough-made in less than three hours, but the finishing and polishing took three times as long. The internal polishing was done with jewellers' rouge on a felt buffing wheel, and this left the entire surface as smooth as glass. The flanges had been, needless to say, precisely matched with the ports before the tubes were brazed in, and they were finally surface ground.

### Just the Thing

By midday on Thursday the carburettors had been mounted and the magneto installed. The engine started immediately, and ran as if these beautiful new accessories were exactly what it had been waiting for. Oddly enough the exhaust lost much of its crackle, but there was no doubting the (relatively) enormous power that was now available. I had prophesied that a balance pipe between the manifolds would be necessary, but I was wrong. A balance pipe might have improved slow running, but K was not interested in slow running. Upwards of 1,500 r.p.m. there was no suspicion of unevenness.

K took the car out and tested it in his usual way—standing on the throttle in second gear. I remember comforting myself with the reflection that if a con-rod were thrown it could hardly come out backwards, but all the same I drew my feet back from the clutch housing. The rev counter stood at about 6,700, K jabbing it with his forefinger in a way that indicated the fulfilment of his dreams.

### FOGGY BISLEY: VINTAGE S.C.C. RALLY

IN spite of the blanket of fog which covered the south of England last Sunday, November 26, a remarkably high percentage of the 74 entrants duly appeared at Bisley for the Vintage rally in a variety of period cars. Among the extremes of ancient and modern, the sight of S. J. Skinner's 1909 Wolseley-Siddeley alongside Bradford's Austin A.90 provided one of the best contrasts, while other stalwarts of the Edwardian brigade to turn out included "Floretta," the famous 12-litre Itala, in the hands of Bob Ewen, and Peter Hampton's very beautiful little 1910 Type 13 Bugatti. Anyway, it was all well worth it, for the proceed-

ings went with a swing—as did some of the competing cars—and Chief Paddock Marshal Peter Stubbsfield, armed with an enormous megaphone, rallied all entrants to each of the five driving tests with great dispatch and practically no delay. These tests consisted of a slow-fast run (slow as you can without touching the clutch for fifty feet, then fast as you like for a similar distance), a stop-and-restart acceleration test up the usual rutty hill, the Le Mans test (driver to run like Hades for twenty yards, jump in, start engine and accelerate over the line, all against the watch), and a parking test.



Another famous mill, this time at West Blatchington, near Brighton. Unlike the one shown last week, this building, a flint structure typical of the chalk downs country, is in good preservation.

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

### LAMP SIGNALS

Codes of the Heavy Drivers

[62976.]—May I voice my agreement with "Undecided Flicker's" findings in this matter [62963] and add a further night signal to this unofficial system.

When wishing to overtake a vehicle, flick head or pass light on and off (they should already be off to avoid rear mirror dazzle, a fact not known or appreciated by many drivers).

If the road is clear ahead, the leading vehicle flicks off or dips head lamps and then puts them full on.

A flick on and off of lights on the now rear vehicle means you are far enough ahead to pull in on your own side.

A flick off and on of tail lights on the leading vehicle means "Thank you."

Walsall, Staffordshire.

H. J. Mutch.

### One That is Apparently Without Meaning

[62977.]—If I have read aright the letter from "Undecided Flicker" [62963], it would seem that he has driven "in every major town and city, and on every main road, both here in the British Isles, and on the Continent" (truly an astonishing achievement), the while giving "light signals," upon the exact

meaning of which he is evidently still seeking enlightenment—judging from his final paragraph and his pseudonym.

It would thus seem that sundry other road users have thereby run some risk of being "shaken rigid"—to use his own odd phrase—but in a permanent sense!

Although I have been driving in Britain and on the Continent for 46 years, I find myself ranged with The Scribe in my ignorance of what these unorthodox "light signals" are intended to convey. What, for example, is one intended to understand from a short flash on head lamps given by an approaching vehicle (usually a bus or lorry) in broad daylight on a straight main road, without other traffic in the vicinity, and with both vehicles travelling at normal speeds on their correct sides of the road? This is occasionally my experience, and that of other motoring friends.

J. W. Wright.

Newcastle-on-Tyne.

### Set for Night and Day Use

[62978.]—I was very interested in letter [62963]. I regret to say that I disagree with the signals stated by your correspondent and I detail below signals which I use and obey, and which I discovered in a well-known motoring association's magazine.

#### Night-time.

One flash—may I overtake?  
Two flashes—I am going to overtake.  
One flash, by vehicle about to be overtaken—O.K., pass.  
One long flash, having been overtaken—it is safe to pull in.  
Rear light flicker—thanks.

#### Daytime.

If a doubt exists as to the wisdom of passing on a narrow road, a single flash to oncoming traffic indicates that the driver who has flashed is waiting for the other vehicles to proceed.

Two flashes mean that the driver who has flashed is coming through himself.

I have mounted an old-fashioned, small horn button on my fascia for the purpose of giving these signals.

Birmingham.

J. B. Smith.

[While ventilating readers' views on this subject we must make it clear that *The Autocar* entirely disapproves of any unofficial "code" of light signals which can cause confusion and even danger. The correspondence is now closed.—Ed.]

### SPEEDOMETERS

Tribute to Aston Martin Accuracy

[62979.]—In the Road Test of the Aston Martin DB 2 (November 17), what a pleasure it is to see that there is one English manufacturer of a very fine car who fits a perfectly true speedometer. It is dead accurate at speeds of 20 and 40 m.p.h. and very slightly slow at all other speeds up to 90 m.p.h. This is truly amazing.

London, N.21.

G. B. Pollard.

### DELIVERIES

Resale Figures in Northern Ireland

[62980.]—Not only is it good to see *The Autocar* back again but also heartening to read your Editorial on new car deliveries (November 17).

The motoring correspondent of the *Belfast News Letter* quoted a member of the trade as saying that 90 per cent of new cars were being offered for sale as soon as the Covenant expired. Certainly a surprising number of cars with English registration numbers appear in local showrooms labelled "1949 models."

Portadown, N. Ireland.

J. N. Brown.

### MOUNTAIN TRACKS

More Information Wanted

[62981.]—I have been very interested in the correspondence regarding the practicability or otherwise of some of the Welsh mountain roads.

Just before the war, with the aid of a large-scale map, we got into and out of any amount of trouble in the space of about fourteen days wandering in N. and Mid-Wales. Having selected a road from our map we were seldom able to get reliable information, and we were in many cases nearly put off attempting some which ultimately proved quite reasonable. In many cases we were unable to get right through, but even though we had to retrace our steps, the scenery was magnificent.

I cannot remember that we encountered any difficulty with either the Eunan Pass or the Hirnant, and I am also nearly certain that in those days (1938) the watercourses were not unduly difficult, but the surface was rough in places.

My advice to anyone exploring these mountain tracks is to take chains; they would have saved us a lot of time and trouble and also in many cases enabled us to have continued, when in fact a few yards of muddy track (admittedly without any signs of habitation for miles) were enough to send us back.

We managed to cross from Llanfair Caereinion to Carno via the Sychant Pass, the descent into Carno being both long and

## CORRESPONDENCE

continued

steep, but in places up on the high ground the road, although quite harmless, was little more than a track through the grass.

On reaching the main road at Carno we turned left towards Caersws, hoping to turn left again at Pontdolgoch and then make our way back via Bwlch-y-Garog and the two mountain lakes Mawr and Tarw thence to Adfa, but we were told this was impossible. Perhaps one of your readers can give further information on this point.

Three other roads which I should like to try next year are:—

(a) Dyffryn Ceiriog to Llandrillo.

(b) Tregeiriog to Cynwyd (running parallel to the other road).

(c) Llanchaiadr-ym-Mochant to Llandrillo via Tyn-y-ffridd and Cader Bronwen.

Here again, is any information available?

Chipstead, Surrey.

V. H. TUSON.

## Further Experiences of the Eunant Pass

[62982.]—Referring to Mr. G. E. Adkins' query [62940], I traversed the Eunant Pass without undue incident in a Ford Anglia from Bwlch-y-Groes to Lake Vyrnwy in August, 1946, but, definitely, this is not a route to be recommended to the ordinary motorist. The half-mile or so nearest to the lake is not at all bad, but beyond the farm the surface deteriorates rapidly, and towards the top in particular is just a mass of gullies, boulders, watercourses and rock outcrops.

Incidentally, this pass caused quite a bit of fun to some of the competitors in the recent International Six-Days' Trial for motor cycles.

Sutton Coldfield,  
Warwickshire.

EDGAR W. PILKINGTON.

[62983.]—Mr. G. E. Adkins' letter was of interest because I enjoy trying all the odd roads in Wales which are "Unsuitable for Motorists" and the notice alone draws me like a magnet. I went over the Eunant track two years ago in some trepidation and a Vauxhall Ten. There were four of us in the car, including Harry Price and his wife. He is an engineer with the Cadillac Corporation and was most impressed. The track is rough and wet but the going is quite good, and we did not have to stop at any time, although the pot-holes and ruts had to be taken slowly where they carried right across the track. The car had ample ground clearance and made less fuss than on the Hirnant Pass on the other side of Vyrnwy; this is now quite good on the south side where the Forestry Commission have done some work, but the north side has deep ruts and drains which want some care.

The only track which has defeated me in that part of Wales runs from Swch-cae-rhiw, at the end of the Ceiriog Valley, over to Bala. This deteriorates into deep ruts and can only be crossed on a motor cycle or a horse; at any rate I have never found tyre tracks far beyond a bridge about a mile from Swch!

Another gentle track which is no more difficult than the old coach road from Rhayader to Devil's Bridge runs from Glyn Dyfrdwy on A5 across to Glyn Ceiriog, and saves many miles when approaching the Ceiriog Valley from the west.

Birmingham.

E. C. W. HUSON.

[62984.]—I have been following with interest the series of letters about the higher and rougher of the Welsh passes. Sooner or later I felt sure that the track from Bwlch-y-Groes to Vyrnwy via the Eunant valley would appear.

In 1949 I successfully drove my 1930 Mark IV Riley Nine over it. It is passable—just—with an old car of the vintage type, but requires time and caution, and an enormous ground clearance.

The three major obstacles, bare rock with streams flowing down them, occur in the first mile. The worst, in fact, is within 300 yards of the turning off the main road and the fourth successfully punctured my petrol tank from beneath—this in the days of petrol rationing. Most was caught, however, in a hold-all zip bag and my wife and I carried this down the road vainly looking for a container. An old bucket long since used for sheep dip served the purpose and we finally reached Vyrnwy Dam on the contents of the Autovac. The subsequent trip to London, running on a queer mixture of sheep dip and petrol, is another story.

At least I can say that the track has been passed, but should not be listed as passable except to owners of old cars of character which abhor tarmac and concrete by-passes.

Eskdale, Cumberland.

C. W. KELVIN WALTON.

## CALLING MODEL FANS

Correspondents and Literature Wanted

[62985.]—To begin with I've read your journal for several years, and my hobby is foreign sports cars—but in quite a "different" way. My collection of sports cars fits in a glass case, for they are approximately 12 to 15 inches long, hand-made of sheet-metal, and requiring several months' work on each one.

My main reason for writing is to ask if there is anyone in England with such a hobby, and if anyone reading your wonderful journal has any literature on any of the post-war and pre-war sports cars. Many of your manufacturers responded wonderfully to my requests for literature, but most of their supply was destroyed during the war. I would answer any replies from persons interested.

I am most interested in any folders, catalogues and photographs of such sports cars as the Alfa Romeo, Alvis, Bentley (and R.-R.), Bristol, Bugatti, and so on down the lines to the famous Vauxhall 30-98.

5419, South Hermitage Avenue,  
Chicago 9, Illinois, U.S.A.

TIM F. McLAUGHLIN.

## EXPORT BUYER'S VIEWPOINT

How the American Reader Sees It

[62986.]—I have recently been reading articles in various magazines concerning British automobiles. I have noticed that the British product is highly over-priced. The sports models do present real value in most cases. The touring cars, nearly always, are definitely over-priced in comparison with the standards we know here in America.

I do not find any sense in paying a fortune for a car. Buying a car of a ridiculously high price makes it a life-time possession. The American car is by no means inexpensive but is a large, massive car in the reach of most people.

At present, cars in Britain are not too plentiful. You can't be very choosy because you must accept whatever is available. I believe that if the manufacturers would lower their prices, it would open a new market not only in Britain but also here in America.

Elkins Park, Pa, U.S.A.

FRANK GABLER.

## ROOFTOP MUSIC

Beating Time to Car Radio?

[62987.]—As a regular reader of your excellent journal, I was particularly interested to read The Scribe's "Disconnected Jotting" with reference to the driver observed playing a tune on the roof of his small car by extending his arm upwards from the window (November 17).

Last August, proceeding south on holiday, between Abingdon and Newbury, I followed a similar driver in a Sunbeam-Talbot for over five miles; he, likewise, drove very well and at speeds up to 45-50 m.p.h. and drew his arm in only when something fairly tricky had to be negotiated. What amused my passengers and myself so much was that my car radio was switched on to dance music and the hand in front kept beating perfect time with our music. By the, at times, quite ecstatic tapplings, it was obvious that the driver was also a dance fan. I should imagine that the driver seen by The Scribe was also tapping to his car radio music.

Doncaster, Yorkshire.

HARRY KINNEAR.

## LONDON TRAFFIC

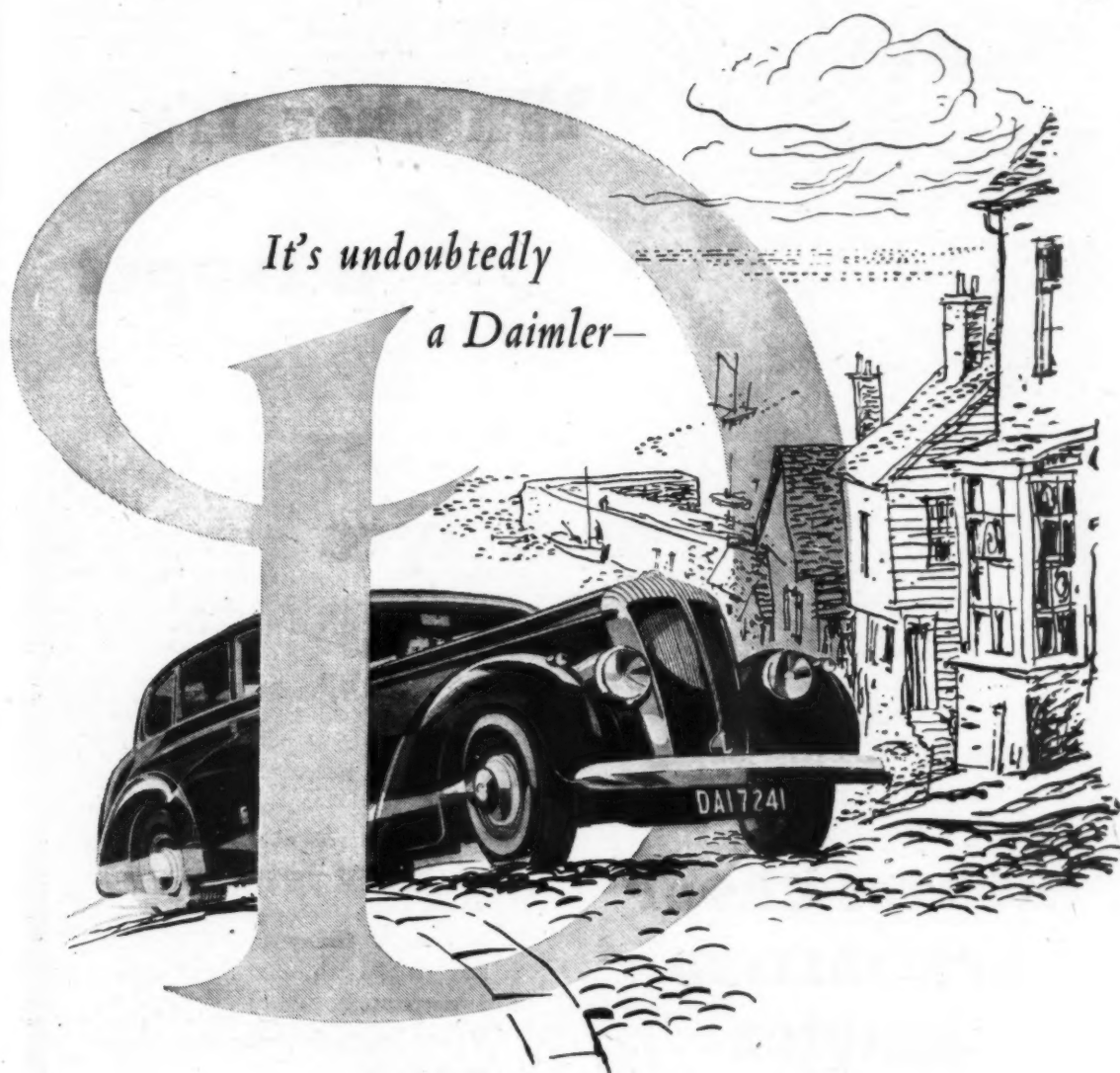
Why Has It Become a Nightmare?

[62988.]—Why have the shopping streets of London become a nightmare to travellers? They were there before motorists were thought of and attracted as many people, who could gaze and shop in comparative peace and with little likelihood of being involved in an accident. Their position is so well known to everybody who knows London that all who use shopping districts do so at their own risk of hold-ups.

I have no patience with either motorist or pedestrian who complains of the time it takes to traverse the West End. One cannot move quickly in crowds, either on foot or in a car. There is always an alternative, so why not take it? As to strangers and visitors, are we to alter London to suit them? In other words, to take the London we know and love out of London? Far better to erect large signs on the outskirts showing the way to avoid the shopping centres and telling motorists that if they insist on traversing them, the hours so spent should be deemed a pleasure, like the loitering on a seaside promenade.

The Festival of Britain must not be used as an excuse to





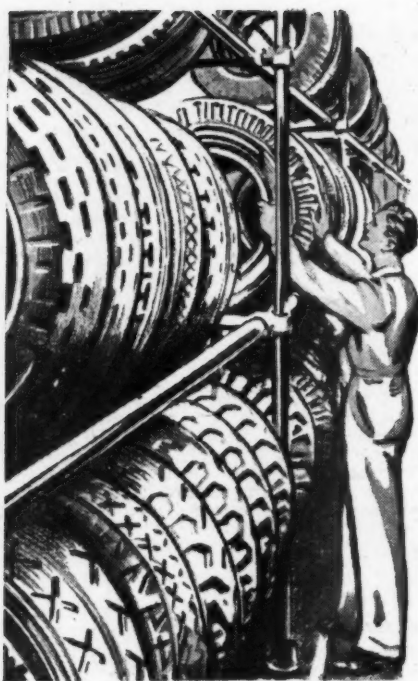
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## CORRESPONDENCE

continued

inflict a lot of regulations on the long-suffering Londoner. If he really wants to get to any particular part of London quickly he finds out the quickest route and method. If it suits his mood he goes by foot, bus, car or underground. He is not the slave of his car. And he has no desire to alter the layout because an exhibition is being held.

There are twenty-four hours to each day, and surely it is not beyond the wit of man or woman so to organize his or her own life as to enable the necessary journeys to be accomplished in the easiest manner!

Hands off London, I say.  
Shirley, Surrey.

W. DELL.

## ALVIS "MODS."

Lightening the Alvis 12-50

[62989].—I have just fitted an aluminium clutch casing on our 1927 Alvis 12-50, and with much drilling of the flywheel and clutch components have lightened the whole assembly by about 30lb, which has given the car just that much extra acceleration to make it more than hold its own with its equivalent post-war model.

JAMES A. BEETSON.

Altrincham, Cheshire.

## HEALTHY COMBUSTION

Benefits of the Car

[62990].—A recent reference, by one of your contributors, to the benefits of the internal combustion engine reminded me of what, in my opinion, has been one of the greatest single contributions to the health of mankind.

I refer to the abolition of the horse from urban areas by the coming of mechanical transport. Those of us who are old enough will recall how, in the early 1900s, manure-fouled dust blew about our untarred streets and swarms of flies (bred in the stable-yard) invaded our homes and contaminated our food.

The average span of life in this country has, I understand, increased by several years during the past 50 years and it is somewhat significant that this period closely coincides with the motor car era. If I have the facts right they deserve to be brought forward every time prejudice raises its voice against the car.

C. W. CARR.

Eastbourne, Sussex.

## THE COST OF MOTORING

Figures for a 1936 Morris Eight

[62991].—Petrol is unrationed but petrol is dear. What does it cost to run a small family car of average vintage? Probably many owners have not had unlimited petrol long enough to be able to make a true estimate. I can give them some idea, for while petrol was rationed I was obliged to cover a fair mileage, and for two years I have kept strict account of all expenses in connection with my car, a 1936 Morris Eight in very good order. The figures are complete and include sixpenny as well as £1 car park fees! Here are the figures:—

	1st Year £ s d	2nd Year £ s d
Tax .....	10 0 0	10 0 0
Insurance .....	6 16 6	7 0 0
Petrol (194 galls.) .....	20 6 7	(252) 34 5 8
Oil (32 pints) .....	1 17 8	(46) 1 16 3
Repairs, Replacements, etc. ....	13 7 8	33 7 9
Garage and Parking .....	7 14 9	5 2 6
Driving Licence .....	5 0 0	5 0 0
Totals .....	£60 8 2	£91 17 2
Mileage .....	6,718	8,629
Miles per gallon .....	34.63	34.24
Miles per gallon, oil .....	1,679.5	1,500.7
Cost per mile .....	2.15d	2.55d
Cost per week .....	23s 2d	35s 4d

Some comments on the figures are necessary. It will at once be seen that nothing is allowed for depreciation. I like to keep my figures exact and until I dispose of the car, I cannot know the exact figure for depreciation. And with present prices of used cars it is not easy to estimate it. Some cars appreciate. However, those who like to include this item can add their own figure and then work out the cost. £50 on to the second year's total would give a cost of almost 4d a mile.

The slightly increased cost of insurance in the second year is explained by the fact that just before the end of it I changed from a third-party, fire and theft policy to a comprehensive. In a full year this item will be some £6 more.

At the beginning of the first year petrol was 2s 1½d a gallon, and at the end of it I was paying 4s 1½d for two gallons. But at the end of the second year petrol was 3s 1d a gallon, and in some places I had paid as much as 9s 5d for three gallons. But I used cheaper oil, and bought in bulk.

The figure of £13 7s 8d for repairs and so on, in the first year, is very light, for it includes one new tyre and a new battery. The second year's figure is much heavier, and includes only one (rebuilt) tyre. But I effected some replacements which were not essential. If one remembers the present cost of garage work and of tyres, the figure is probably not out of proportion. I do only routine servicing and very minor repairs myself.

I think, therefore, that the second year's figures could be taken as the minimum present-day cost of running an 8 h.p. car. Wendens Ambo, Essex.

J. MARFRED.

## THE B.R.M.

Too Early to Start Worrying

[62992].—In 1934, the new wonder cars, as they were then, the Auto Union and Mercedes-Benz, were represented by five models in the French Grand Prix. It was to be a grand demonstration of overwhelming German superiority. Not one Auto Union, not one Mercedes finished.

In view of the later achievements of these two teams, up to now the most successful that have ever appeared, it seems rather early days to start worrying about the B.R.M.

Nairobi.

CHARLES METCHIM.

## COMPETITION MANNERS

The Missing Names at Presentation

[62993].—Cogitating on recent experiences I have been wondering if it would add to the pleasure of those attending public motoring functions if the celebrities invited contrived to be present on time so that programmes could proceed smoothly. It is quite possible, of course, that to hear that one's name was called out several times at, for instance, a prize presentation, does give exquisite pleasure to a great many people, but no one could claim that it added to their dignity. Never let it be said that people connected with motor sport need to be taught manners!

C. G. H. DUNHAM.

Luton, Bedfordshire.

## H. W. EGERTON

An Appreciation from a Fellow-Pioneer

[62994].—That rapidly dwindling band which took part in the famous Thousand Miles Trial of 1900—an event which first set the wheels of the British motor industry in motion—has lost a prominent member in the passing of Hubert Wingfield Egerton in his 75th year.

In his earlier life, Egerton was a man who delighted in attempting what was considered to be almost impossible, and he usually succeeded, thanks to his bulldog determination and great courage. Thus, during the depth of the winter of 1900, a year of the greatest severity in most parts of the country, he drove a Locomobile steam car from John O'Groats to Land's End, a feat that has never been repeated; this vehicle was little more than a mechanical toy and was suitable only as a runabout for town work but, in the face of extreme odds, including driving some 500 miles with no balls in one of the wheel bearings, he succeeded.

In 1897, he joined the old Dunlop Pneumatic Tyre Co., Ltd. at the instigation of the late S. F. Edge and when the De Dion-Bouton British and Colonial Syndicate, Ltd. was formed at the beginning of 1900, he became sales manager. Shortly afterwards, he founded the great business of Mann Egerton, Ltd.

When Edge became interested in the A.C. business, he again joined him and afterwards he was with his brother at Ipswich.

He was the son of the Rector of Western, near Norwich, and the nephew of that distinguished scientist, Sir Charles Vernon Buoy, F.R.S. Another uncle of his founded Bloxham College, where Egerton was educated.

He and I had been close friends for well over half a century; he was a charming, kind-hearted and deeply religious fellow with engineering positively in his blood. In certain respects, he was perhaps his own enemy, but he had some striking inventive gifts and it is unfortunate that he was not able to make that degree of headway in the world which one would expect from a man of his undoubted ability. ST. JOHN C. NIXON.

Epsom, Surrey.



## FEDDEN TROPHY TRIAL

**F**OG played some special tricks on the Roy Fedden Trophy trial, run by the Bristol club last Saturday. For the most part the country between the fairly widespread sections was clear, with the appearance of traditional Christmas cards, but most sections seemed to attract the horrible stuff, and competitors were driving at times in a visibility down to a few yards.

Despite earlier fears of enforced abandonment the Fedden was a great success, C. L. Bold, T. C. Harrison and J. Clegg completing the course without loss of marks. The special test times were used to differentiate between them, Bold beating T. C. by  $\frac{1}{2}$  sec and Clegg by  $1\frac{1}{2}$  sec. The course for this Fedden Trophy trial is unusually good, having several hills guaranteed to stop about half the entry, and three—Shrub, Raizes and Green Lane—in which only nine, fifteen and ten competitors respectively kept a clean sheet.

Green Lane Hill attracted a good crowd of spectators, few of whom failed to get well splashed with clay. From a relatively flat surface at the bottom, the hill became a hazard of very deep, soft clay between a wall on the left and hedge on the right. Of the unfortunates on this hill, several got within a few feet of the top before failing, among them being L. J. Oliver, J. D. Sleeman and R. W. Faulkner who each made tremendous efforts. L. Onslow Bartlett, who subsequently won the Daphne Trophy for cars under 1,100 c.c., was also among the unsuccessful. Since the previous weekend the fire-proof bulkhead, between the rear-mounted engine and driving compartment, had been extended upwards to seal off the engine fully.

Another particularly good hill, Alf's Delight, provided many incidents for spectators and an anything but dull ride for the competitors; a sharp right-hand turn and up a steep track, with a vicious hump near the top. Nearly everyone managed it, however, in spite of its alarming appearance. Breakheart stopped 20 in its deep zig-zagging gully. ("It's not really Breakheart, o'course, only they moty blokes calls it that—we know it's Crooked Mustard.")

### RESULTS

Roy Fedden Trophy: Bold 1,080 (C. L. Bold), 0 marks lost.

Alexander Duckham Cup (runner-up): Harford 1,172 s (T. C. Harrison), 0.

Daphne Trophy (best performance up to 1,100 c.c.): Onslow Bartlett 996 (L. Onslow Bartlett), 35.

J. H. King Cup (best performance 1,100 to 2,500 c.c.): Rad-Ford 1,172 (P. P. Radford), 15.

Basil Barber Memorial Trophy (best performance over 2,500 c.c.): Clegg 1,172 s (J. Clegg), 0.

Club Cup (best performance by member of B.M.C. and L.C.C.): Imhof Spl 1,172 s (A. G. Imhof), 5.

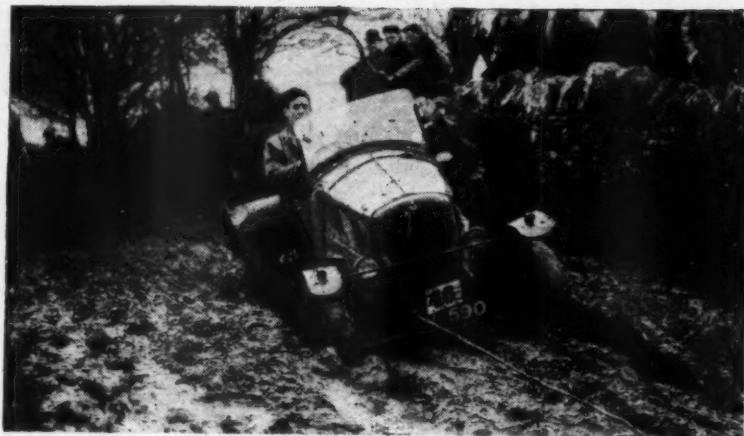
James Russell Shield (team award): Northern Lights—J. Clegg, T. C. Harrison, Fairley 1,486 (R. W. Phillips), 40.

First-class awards: Dellow 1,196 s (W. H. Waring), 15; H.R.G.-Mercury 3,917 (A. W. Francis), 20; Marden Spl 1,172 (G. E. Crump), 25; Dellow 1,172 s (G. D. C. Ostrumoff), 25; M.G. 939 s (G. W. Best), 25; Price Spl 1,172 (D. W. Price), 20.

Second-class awards: Dellow 1,172 s (D. Bollom), 30; Burgess 1,486 (K. E. O. Burgess), 35; Oliver 1,172 (L. J. Oliver), 40; Vanguard Spl 2,06 s (R. C. H. Rawlings), 40; M.G. 939 s (A. W. Morrish), 40; Ford 1,172 s (V. S. A. Biggs), 25.

## KENT CLASSIC

**T**HE weekend's fog prevented neither the safe arrival of entrants nor completion of the course in the Kentish Border C.C. 8th Annual Sporting Trial on November 26, an invitation event. The slopes were greasy enough on top but the mud and leaves on some hills had a certain firmness, and though the restart test was difficult and nobody got to the top of the Horror, one of the good hills



The athletic and incredibly loose-limbed Mercury of R. W. Faulkner on Alf's Delight in the Fedden Trophy trial (top).

It took a wire and tractor to heave J. Readings (Regent Special) through the deep clay of Green Lane in the Fedden event.

Fog in the lanes during the Kentish Border trial, and the Javelin-engined car of K. E. Burgess.



arising round Boxley village, nearly all completed the course. There was a capsize, without injury, on Pollyfields. It was fortunate that in spite of the inevitable hold-up the last three hills, pre-war favourites now in commission again, did not have to be omitted. They caused general failure, but have character and points of interest.

Special tests at an airfield included a circle to ascertain that differentials were really working, with rear wheels marked with chalk. Nobody was caught out.

In a field composed almost entirely of 1,172 c.c. specials, Imhof and Waring carried off the two main awards, respectively the Visitor's Cup and the Alexander

Bronze. R. E. Lang's win (Austin 747) in the Alexander Trophy was a good one; the little car seemed in excellent tune. So far none of the recent Javelin-engined cars seems to have reached the winning stage of development.

### RESULTS

Visitor's Cup: Imhof Spl 1,172 s (A. G. Imhof).

Alexander Bronze (best performance K.B.C.C. member): Dellow 1,196 s (W. H. Waring).

Alexander Trophy (best performance K.B.C.C. member, up to 1,100 c.c.): Austin 747 (R. E. Lang).

Committee Cup (K.B.C.C. member, 1,101 to 2,000 c.c.): Lotus 1,172 (M. Lawson).

Harvey Cup (K.B.C.C. member, 2,001 and over): Dellow 1,172 (A. E. A. Day).

First-class awards: Ford 1,172 s (V. S. A. Biggs); Marden 1,172 (G. E. Crump); Spence Spl 1,172 (E. G. Spence); Price Spl 1,172 (D. W. Price).

Second-class awards: Dellow 1,172 (B. H. Brown); Dellow 1,172 s (E. W. Vero); Dellow 1,172 s (F. L. Stark); Dellow 1,172 s (O. H. Sleep); Cotton Spl 1,172 (D. P. Cotton).

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Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

## The Autocar READERS' SERVICE

### Maximum Torque and B.H.P.

*I should be much obliged if you would explain the difference between the maximum torque of an engine and the maximum b.h.p.*

*It seems from the figures you publish that the maximum torque is developed at a much lower engine speed than the maximum b.h.p., whereas I should have thought the torque would have increased in relation to the engine speed.*

Walsall, Staffordshire. F. A. D.

ONE can best grasp the difference by considering the actual work done by the engine for every revolution. As you know, when an engine is revving hard it loses some of its efficiency, and although the total brake horse-power produced is greater than at a lower speed, the amount of power produced per revolution of the engine is considerably less. Maximum torque is available at the point where the engine gives most power for each revolution.

To put this in a practical way, you will know that when driving up a long, steady incline in top gear, it will be found that if you approach the hill at 45 m.p.h. your speed will rapidly drop to, say, 30 m.p.h. and this speed will be held right the way up the hill. Should the car be baulked, causing the speed to drop to, say, 25 m.p.h., it will be found that you have to change down as this speed cannot be held or improved upon. This shows that in the instance taken, maximum torque is available at the equivalent of 30 m.p.h. in top gear.

Going back to the bottom of the hill, so to speak, where you are moving at 45 m.p.h., you are producing more power than at 30 m.p.h. but, relatively speaking, you are getting less power per engine rev and if, for the sake of argument, the car moves forward one foot per revolution in top gear, you have less power available for each foot of your progress. At 30 m.p.h., however, you have sufficient power available to propel the car up the hill.

### Air Scoop

*I am the owner of a 1950 Morris Minor and am considering the fitting of a forward air scoop connected by pipe to the carburettor air intake in order to improve performance.*

*As you are aware, this fitting is used by a number of manufacturers but I should like to seek your advice regarding the details.*

Brentford, Middlesex.

WE would not recommend that you went to the trouble of fitting a scoop because carburettor conditions are not constant when affected by the road speed of the car and are further complicated by the fact that a high engine speed in low gear will produce different carburation conditions from the same engine speed when the car is in top gear. We

know of no manufacturers who use this device and consider that you have probably been deceived by air escape or decorative holes on some of the modern cars.

A scoop is of use only for special purposes such as speed tests, when the carburettor can be adjusted for a predetermined road speed. Its use would raise the pressure in the carburettor tract above that of the atmosphere, and consequently lower the level of the fuel in the jet, with a weak mixture and its attendant evils as a result.

### Ammeter Wiring

*I would like instructions for wiring an ammeter in a Morris Eight Series E model. I have already purchased a suitable instrument and do not expect any difficulty in fitting it into the vacant segment, but I have no idea about the wiring-up.*

Bebington, Cheshire.

THE ammeter should be connected in the main lead from the battery to the switchboard, because all the current taken by the electrical system (with the exception of the starting motor current) should pass through it. You must, of course, avoid connecting it in the starting motor circuit.

### Starting from Cold

*I have recently experienced starting trouble from cold with my 1939 Austin saloon, and have been able to start the engine only by obtaining a tow. This has happened on four recent occasions after the car has been standing for two or three days in the garage. I have no trouble when it is used daily. I have*

*traced the trouble to moisture on the plugs, but I am unable to trace where this is coming from.*

G. W. E.  
West Hartlepool, Co. Durham.

UNLESS your car is being stored in a particularly damp garage, the starting trouble points to some slight leakage from the cylinder head gasket. The cause should be apparent if you remove the head and carefully inspect the gasket. There may be some slight distortion caused by incorrect tightening down of the head on some previous occasion and the trouble might be cured by using a gasket cement when reassembling the engine. If this does not work then you may have to have the head refaced, which may lead to pinking on present grades of fuel, or you may even be obliged to fit a new head.

### Opel Vibration

*A vibration has developed in the body of my Opel which I take to be in the transmission. I recently overhauled the car, fitting new tyres and other parts, and this vibration has started since then. I am fairly sure that the gear box and universal joints are sound.*

K. A. G.

Slough, Buckinghamshire

IT may be that you have reassembled the propeller-shaft incorrectly. It is easy to replace the splined joint so that the forks of the universal joints are not relatively at the same angle. The driving fork on the joint nearest the gear box should be in the same plane as the driven fork on the rear axle pinion shaft. If you have fitted new tyres, check the balance of the wheels again as unbalance can cause considerable vibration.

### INFORMATION SOUGHT

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15588, Wiring Diagram

"R. A."—1936 Morris Twelve, Series II.

No. 15589, 1938 Rover Twelve

"L. W. B."—All possible information and a handbook.

No. 15590.—1938-39 Buick Viceroy

"L. W. A."—All possible information, handbook and points to watch when purchasing second-hand.

No. 15591.—Marendax

"H. M."—Would appreciate contact with an owner.

No. 15592.—1933 9.8 h.p. Rover

"D. M. T."—All information, running costs, performance, maintenance snags, handbook and spare parts list.

No. 15593.—Singer Nine Le Mans

"V. W. S."—All possible information and a handbook.

No. 15594.—1933 K-type M.G. Magnette

"E. R. T."—General information and a handbook.

No. 15595.—1937 Riley Twelve Adelphi  
"R. J. S."—Maintenance hints and tips and a handbook.

No. 15596.—1938 TA-type M.G. Midget  
"R. A. M."—All possible information and a handbook.

No. 15597.—1930 D.8 Delage  
"G. A."—All possible information and a handbook.

No. 15598.—Handbook Required  
"K. C. McK."—1933 Austin Twelve-Four

No. 15599.—1925 Citroën Cloverleaf  
"E. V. H."—General information and a handbook.

No. 15600.—1934 Sunbeam Dawn  
"A. H. H."—Maintenance hints, general information and a handbook.

No. 15601.—1933 K-type M.G. Magnette  
"J. T. T."—All possible information and a handbook.

No. 15602.—1937-38 17 h.p. Alvis  
"T. J. H."—General information and running costs of the saloon or coupé.

No. 15603.—1947 1½-litre Riley  
"T. V. R."—General information and a handbook.

## THE SPORT



Clods of mud fill the air as B. Fitzwater (Riley Special, 1,087 c.c.) enters a sticky section in the Roy Fedden Trophy Trial (report on page 1224).

THE weather being as it was last weekend it is really remarkable that so much motor sport took place; but take place it did, and although all competitors grumble about the weather, yet they carry on just the same. Certainly the Vintage Bisley was no less amusing than usual; though it was a pity that the wonderful test in which the passenger had to tell the unfortunate blindfolded driver where to go and what to do had to be omitted. Some rehearsals for this had caused one well-known figure among the spectators to comment that he hoped that all the girls who couldn't tell right from left could at least tell right from wrong. Not, of course, that they could come to any harm in any case among the Vintage members, who are—like their cars—so upright as to verge on the Early Perpendicular, and well, rather than often, turned out.

The next Vintage rally will be that organized by the Midland section, with Measham as a finishing point; this will be on January 6-7, with a much longer road section than last time, zero hour being fixed for midnight on the sixth. Entries close on December 27; enquiries to J. W. Rowley, 112, Birmingham Road, Aldridge, Staffordshire.

I MAKE no apology for returning to the subject of the next Grand Prix formula. To begin with, let us get this date business straight; the existing formula, as originally planned, expired at the end of 1951; an amendment was later moved by the Italian delegate, and passed by the F.I.A. assembly, that its duration should be extended until 1953. This sounds slightly ambiguous, and in company with many other people I was for a long time under the mistaken impression that the new formula would come into force for the 1953 season; this is not so, and the existing formula will therefore apply for the next three seasons.

With reference to the classification of gas turbine-engined vehicles for racing or record work, it should be stated that, at present, there is only one officially adopted suggestion for its composition. This is the rating proposed by the Tech-

nical Committee of the R.A.C. and provisionally accepted by the F.I.A., who have sent copies of it to all national automobile clubs for their study and comment. The proposed method of classification is by a limitation of the area, expressed in square centimetres, of the air inlet to the compressor, measured in a plane perpendicular to the compressor axis at the leading edges of the first rotating vanes. In other words, a limitation of the rate of air consumption of the unit, which possesses many of the advantages of limiting the fuel consumption but without the disadvantages inherent in that unfortunate process.

THE comparative newcomer in the 500 c.c. racing field, the Kieft, has now come into considerable prominence as a result of a successful onslaught on records in both the 350 c.c. and 500 c.c. classes at Montlhéry last week. The cars were fitted with Norton engines, and the team of three drivers consisted of Stirling Moss (can't keep him out of it), Ken Gregory, and John Neill. These are all international class records; those broken on Wednesday, November 22, were in Class J (up to 350 c.c.), and comprised the following: 50 kilometres, 78.44 m.p.h.; 50 miles, 78.75 m.p.h.; 100 kilometres, 79.8 m.p.h.; one hour, 79.37 m.p.h.; 100 miles, 79.62 m.p.h.; 200 miles, 77.11 m.p.h.

On Thursday, November 23, the records concerned were in Class I (351-500 c.c.), the speeds being correspondingly higher, thus: 50 kilometres, 90.06 m.p.h.; 50 miles, 90.63 m.p.h.; 100 kilometres, 90.89 m.p.h.; one hour, 91.34; 100 miles, 91.40; 200 kilometres, 88.61 m.p.h.; 200 miles, 86.99 m.p.h.

All the above records, of course, are subject to official confirmation.

This is a really good effort, and underlines the considerable progress made by the Kieft firm in the short time which has elapsed since its inception.

MORE news about the Monte Carlo; three competitors have now scratched from the original British entries—Leslie Johnson, Stirling Moss

and C. Glenie—the first two because their Jaguars will not be available. This allows the first three reserves, J. A. McLaughlin, C. F. Bartlett, and E. H. Channon, into the list with a Riley, an M.G. and a Morris respectively.

The organizing authorities have now issued an official statement anent the regulation which has been the subject of such criticism of late; they consider that it is unfair to have to exclude from the rally a car of which the engine has been modified from the standard specification, while having to accept the same modified engine in a different chassis and under a different name. They also—and here comes the crux of the matter—claim to have learned of the preparation of a catalogue to cover major alterations to the necessary thirty cars to permit a special team to compete. If this is in actual fact a project which had any possibility of completion, then the rally organizers are obviously not just entitled, but almost compelled, to introduce legislation against it; but it seems a pity that in so doing they should have so materially affected the chances of some of our best known rally cars.

TOMORROW, Saturday, December 2, the North-West London M.C. hold their annual Gloucester Trial, starting from the Bear Pools Café, Rodborough Common, near Stroud, at 9.30 a.m. Last

### COMING SHORTLY

- DECEMBER 1.—Cornwall Vintage C.C. Meeting, Chiverton Arms, Blackwater, 8 p.m.
- 1.—Bristol M.C. and L.C.C. Film show, Ship Hotel, Alveston, near Bristol, 7.30 p.m.
  - 1.—East Anglian M.C. Annual dance, Red Lion Hotel, Colchester, 8 p.m.
  - 1.—Brighton and Hove M.C. Annual dinner and dance, Bedford Hotel, King's Road, Brighton.
  - 2.—N.W. London M.C. Gloucester Trial, Cotswolds. Start from the Bear Pools Café, Rodborough Common, Gloucestershire, 9.30 a.m.
  - 2-3.—M.G. Car Club (N.E. Centre). Trial, Yorkshire.
  - 3.—Hagley and D. L.C.C. Shropshire Trial, Bridgnorth.
  - 3.—N. Midland M.C. Autumn Sporting Trial, Derbyshire.
  - 3.—Chiltern C.C. Chiltern Hills Trial, Chilterns.
  - 3.—Midlands Motoring Enthusiasts' Club. Route finding competition, starting Talbot Hotel, Hartlebury, 2 p.m.
  - 4.—West Hants and Dorset C.C. Annual general meeting, Grand Hotel, Bournemouth, 8 p.m.
  - 6.—Lagonda C.C. Film show, Prince of Wales, Drury Lane, London, W.C.2.
  - 6.—Midlands Motoring Enthusiasts' M.C. Annual dinner and presentation of Silverstone awards, Imperial Hotel, Birmingham, 7.30 for 8 p.m.
  - 8.—B.R.D.C. Annual dinner and dance, Doichester Hotel, Park Lane, London, W.1, 8 p.m.
  - 8.—Hagley and D. L.C.C. Annual dance, Dudley.
  - 8.—Sporting Owner—D.C. Film show, Chequers Hotel, Whipsnade, 7 p.m.
  - 9.—Sunbeam Register. Point-to-point treasure hunt, starting Lambert Arms Hotel, Aston Rowant, 12.45 p.m.
  - 10.—Lancashire and Cheshire C.C. Winter sporting trial, Cheshire.
  - 10.—Maidstone and Mid-Kent M.C. Committee Cup Trial, Kent.
  - 10.—Shenstone and D.M.C. Chase Trophy Trial, starting Bowling Green Hotel, Lichfield, 10 a.m.
  - 10.—Berkhamsted M.C. and C.C. Lockhart-Bosingham Trial, starting near Hatfield, 10.30 a.m.
  - 10.—W. Hants and Dorset C.C. Christmas Cup Trial.

## THE SPORT

continued

year a certain amount of delay occurred during the trial, and so this time the organizers have decided to follow the lead set by the Bristol club and run the trial in two loops, odd numbers taking one half first, and even numbers the other. This should avoid congestion; many old favourites are included among the hills, and given reasonable weather tomorrow's event should prove excellent.

On Sunday the Chiltern Car Club hold their Chiltern Hills Trial, and the Hagley and District L.C.C. their Shropshire Trial. Regulations are now out for the Berkhamstead M.C. and C.C. Lockhart-Bossingham trial on the following Sunday, December 10; entries to G. E. Simmons, 262, Whippendell Road, Watford, Hertfordshire, by Monday, December 4.

THIS seems to be a good opportunity to correct one or two lamentable errors which have crept into this section in recent weeks. First, I must apologise to the Scottish Sporting Car Club for having attributed their magnificent efforts at the Glasgow control in the Torquay Rally to the Royal Scottish A.C.; the control was situated in the premises of the latter club, but the organization and personnel were those of the former.

Secondly, an excellent picture appeared in last week's issue of Noel Beardsell re-starting his 1904 Humber on Vauxhall Bridge during the Brighton run, with Charles Meisl doing a Sherlock Holmes from the passenger seat. Unfortunately, I described the equipage as C. E. Miller's 1900 Benz, which it very obviously was not.

ON Saturday, November 18, a considerable number of people converged on the Kidderminster area to assist Peter Collins in the celebration of his birthday. Peter is by now such an established conductor of Coopers that it is difficult to realize that he is only just nineteen; he will without any doubt go a long way, and if his plans mature, as they should, next season's Formula 3 race reports should be full of the name of Collins. Among the notabilities present were Joe Craig of Norton's, Denis Poore, John Cooper the other, Bill Whitehouse, Alan Brown, Ken Wharton and many more of the 500 c.c. brigade.

THE Park Lane Hotel on the evening of Friday, November 24, presented an extraordinary spectacle; that of practically everyone who counts in the motor racing world, with their wives and girl friends, and often their drivers as well. For this was the occasion of the annual dinner-dance organized by the British Racing Mechanics' Social Club, or as someone put it: "the B.R.M." Under the aegis of their president, Ken Taylor of T. and T.s, such experts as Wally Hassan, "Lofty" England, Stan Holgate, Jack Playford and dozens more assembled, together with such drivers (past and present) as John Cobb, Tony Rolt, "Sammy" Davis, Stirling Moss, Goldie Gardner, Reg Parnell (not to mention Freddie Dixon, who qualifies for both categories as well as some special ones all his own), and then of course there were all the component kings (or accessory Alecs?): Mac and Fiddle, of Dunlop's, Castrol George, Ferodo Colin, Shell Jimmy and Girling Charles—in all, nearly 400 people sat down to dinner.

Anyway, it was a wonderful party, and "Sammy" was never more sincere than when, in replying for the guests, he emphasized the debt owed by every driver to his mechanics, and remarked that the only opinion of a driver that matters is that of those mechanics—after the race.

THE West Hants and Dorset C.C. held their annual dinner and dance at the Grand Hotel, Bournemouth, last Friday, November 24, when nearly three hundred members and guests attended under the chairmanship of C. K. B. Milnes. Earl Howe, proposing the toast of motor sport, paid a well-deserved tribute to the road-racing circuit at Blandford, and deplored the unjustified censure that it had received at the hands of people who knew little about motor racing; he revealed that there was every possibility that the circuit might be used again next year—a very welcome piece of news. The Commandant of Blandford Camp, Lt.-Col. Sherman, R.E.M.E., was among the guests at the dinner.

Other speakers paid tribute to the events run by the club and their suitability for participation by members with comparatively standard types of motor car, to the co-operation the club had received from municipal and military authorities, and to those people who had provided financial backing in the past when the club's ambitions had exceeded its bank balance. After Mrs. Milnes had presented the club awards for the past year, the party continued with dancing until 1 a.m.

THE new M.G.M. film "To Please a Lady," starring Clark Gable and Barbara Stanwyck, should be seen by motor racing enthusiasts, because it contains quite a lot of shots of the American way of racing. These range from the midge car racing on the short American speedways, through the rather bigger mile tracks, to the famous Indianapolis 500-mile race, of which there are some very effective glimpses. Although the plot is trite and best left unconsidered, the excellent photography—including some all-too-short views of the internals of a typical Indianapolis engine—makes the film well worth a visit.

MORE than 250 happy members of the Sunbeam-Talbot Owners' Club attended a meeting at the Ryton and Stoke factories of the Rootes Group on November 24. It was a social occasion, in which facilities were provided for the visitors to tour the factories and see the cars in the making, and it was organized with that unostentatious thoroughness so typical of Rootes undertakings. The lunch party was presided over by Geoffrey Rootes, president of the club. His neat speech of welcome was answered by G. H. Perring on behalf of the guests.

The club has a membership of over 600 people, the chairman being Norman Garrad, and the organizing secretary J. J. Nutt. For the 1951 season no fewer than 23 events are being organized by the main body, apart from the activities of the branches. There are rallies at home, two Continental rallies, dinner-dances and other events. Membership is open to present and past owners of Sunbeam-Talbots.

J. A. C.

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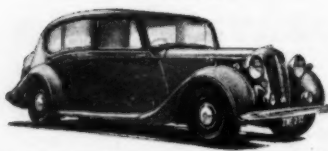
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## THE SPORT: continued

## CLUB NEWS

**Hants and Berks M.C.**—The annual dinner, motoring brains trust and dance will be held at the Wheatheaf Hotel, Virginia Water, on Friday, December 15, starting at 7 p.m. Barclay Inglis will, as last year, take over the job of question-master for the "trust," and the following "brains" have already been enrolled: Kaye Don, John Cooper, John Bolster, Bunny Tubbs, Laurence Pomeroy and Gordon Wilkins. Tickets, at 15s each, may be obtained from J. Jane, Millwater, Ockham Mill Lane, Ripley, Surrey.

**North London Enthusiasts' C.C.**—The next club meeting will be held at Pimm's Restaurant, Mason's Avenue, Moorgate, London, E.C.2, on Tuesday evening, December 12, at 7.30 p.m., when Laurence Pomeroy and John Eason Gibson will be addressing those present on "Motor Racing, 1950—the Technical and Sporting Side," with John Bolster acting as interlocutor.

Also in December, a closed Christmas trial is being planned, to be run over a course of approximately thirty miles in Hertfordshire on Sunday, December 17.

**Shenstone and D.C.C.**—The club's annual ball and presentation of awards will be held at the Town Hall, Sutton Coldfield, on Tuesday, January 9, from 8 p.m. to 1 a.m. Tickets are 12s 6d each, inclusive of a running buffet, and may be obtained from J. C. Howard, Glencairn, Lichfield Road, Sutton Coldfield.

**Midlands Motoring Enthusiasts' Club.**—There will be a route-finding competition on Sunday, December 3, starting at the Talbot Hotel, Hartlebury, at 2 p.m. The course will be under forty miles in length, and the winner of the event will be the competitor who finishes in the least number of miles.

The annual dinner and presentation of Silverstone awards will be held at the Imperial Hotel, Birmingham, on December 6; tickets (10s 6d each) from Miss J. Angell, 30, Ivy Road, Sutton Coldfield.

**Berkhamsted M.C. and C.C.**—About 100 guests attended the annual dinner on November 18, at the Kings Arms Hotel, Berkhamsted, after which Mrs. Rivers-Fletcher presented the season's awards.

**Chiltern C.C.**—At the annual general meeting, held at the George Hotel, Beaconsfield, on November 17, it was announced that the club's membership has risen from 85 to 130. The next event will be the Chiltern Hills Trial (December 3), in which the Harrow, Cernian, Berkhamsted, Hants and Berks, M.G. and North London Enthusiasts' clubs have been invited to compete. There is a monthly club meeting on the last Wednesday in every month at the George Hotel, Beaconsfield, to which everyone is invited.

**M.G. Car Club (S.W. Centre).**—Plans for the coming year were announced, with bigger and better meetings, especially in the sub-centres of

Plymouth and South Wales, at the annual general meeting at the Ship Hotel, Alveston, near Bristol, on November 18, which was followed by a lively and well-attended supper-dance and prize-giving.

The Plymouth sub-centre is arranging a Christmas party, with a programme commencing at 5 p.m. with a buffet tea, followed by the annual general meeting. This in turn will be followed by a film show at 6.30, a Christmas dinner, fun and games, a personal appearance of Father Christmas, and "complete exhaustion" at midnight. Venue is to be the Seymour Hotel, Totnes; date, December 16.

Competitors in the Cecil Kimber Trophy trial will start from the Mile 3 Roadhouse, Bishopsworth, Bristol, on Boxing Day, December 26, at 12 noon, to cover a forty-mile sporting course including hills on private land. The Bristol, Taunton, N.W. London, Sunbac, West Hants and Dorset and Cheltenham clubs have been invited to compete, and entries should be sent before December 20 to R. H. White-Smith, Bourne House, Winterbourne, Gloucestershire.

**Leicestershire C.C.**—The course of the John Bull Trophy trial, run on Sunday, November 19, proved difficult after recent rain, and stopped each of the thirty-four competitors therein at one section or another. Bolt Wood was too much for every entry except "Bud" Mayes, who went over the top in fine style in his Mayes Special, thus repaying him for the immense amount of time and trouble which had gone into the construction of his car; and he repeated the performance at Springfield Farm, where he was equalled by only two others. Three other sections which took their toll were College Farm, Owston Wood and South Croxton, and competitors were finally sorted out by a timed reversing test in Skeffington Woods, and a timed circuit among the hills and hollows on top of the hill at Springfield Farm.

**Results: L.C.C. Trophy (best performance):** Ford Spl (E. B. Wadsworth), 24 marks lost. **John Bull Trophy (best performance by L.C.C. member):** Dellow (I. G. Williams), 36. **First-class awards:** Dellow (B. Baxter), 28; Dellow (V. Ostroumoff), 32; Dellow (E. J. P. Reynolds), 36. **Second-class awards:** Dellow (B. Brown), 36; Brayshaw Spl (H. F. Brayshaw), 44; Bancroft Spl (R. A. Hopkinson), 44. **Team award: L.C.C.**—I. G. Williams, H. F. Brayshaw, and Mayes Spl (H. H. Mayes).

**N.W. London M.C.**—The annual dinner and dance and prize-giving will be held at the Abbey Hotel, North Circular Road, Park Royal, London, N.W.10, at 7 p.m., on Thursday, December 14. Tickets are £1 1s each, and are obtainable from Miss Pamela Price, D. W. Price and Son, Ltd., Braemar Works, 490, Neasden Lane, London, N.W.10.

## IN BRIEF

An extraordinary interim dividend of ten per cent less income tax, upon the issued capital of Rolls-Royce, Ltd., was declared at a meeting of the board on November 17. This is in respect of the year ending December 31, 1950, and is payable on December 30. It was also resolved to issue 383,333 ordinary £1 shares to stockholders, at £3 15s per share.

A 24-hour service is provided by Central Garage (Croydon), Ltd., Fell Road, Croydon, Surrey, who have recently rebuilt their premises.

A Washmobile car washing plant, of the type developed in the U.S.A., is installed at University Motors, Ltd., 7, Hertford Street, Shepherd Market, London, W.1. This was the machine used in the recent demonstration which was held at these premises, and not at those of The Car Mart, Ltd., as stated on November 24.

At the opening of the Austin service week at David Robinson, Ltd., Austin House, 47, St. Peter's Street, Bedford, on Monday, November 27, a special tribute was made to the organizing ability of the manager, Mr. R. A. Edmunds. The occasion coincided with the introduction of a new Tecalemit Olympic plant with two car lifts, and a double washing bay with grille flooring and overhead arms. Mr.

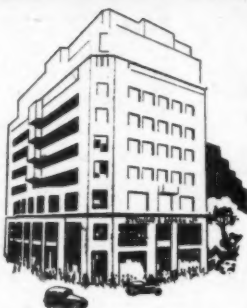
K. G. C. Brown, Austin service representative, said that Austins dating back to the 1920s were not uncommon during service weeks, but that these vintage cars were given such affectionate care by their owners that there was rarely anything wrong with them.

Mr. C. Gilbert Smith (Norton Motors) was re-elected chairman of the Birmingham and Midland centre of the Motor and Cycle Trades Benevolent Fund, at the annual general meeting. Mr. A. Paddon Smith (Joseph Lucas), the Lord Mayor of Birmingham was elected vice-chairman, and Mr. L. W. Lambley (B.S.A.) honorary secretary and treasurer. The fund was sent £1,000, earmarked for the Lynwood Home.

Revised prices for the products of Blue-mel Brothers, Ltd. become operative today, December 1. Increases have been made necessary by the rise in raw material costs. A new price list will be circulated in due course.

The inadvertent statement appeared recently that the Exide Double-Life battery carried a four-year guarantee, which is not so. The Exide traction batteries for electric vehicles carry such a guarantee, but the Double-Life battery period is two years.

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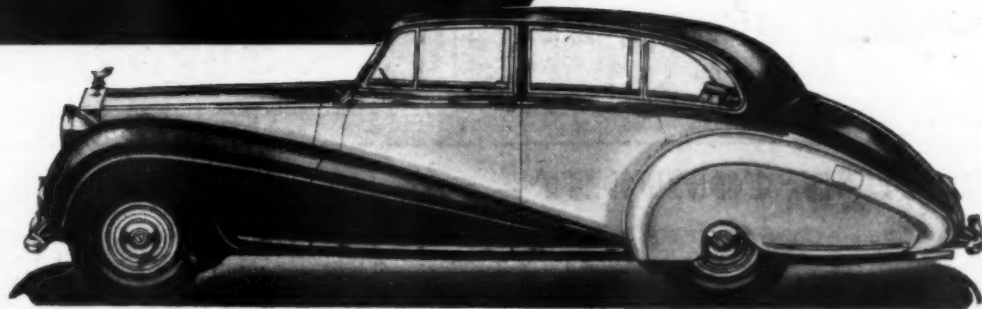
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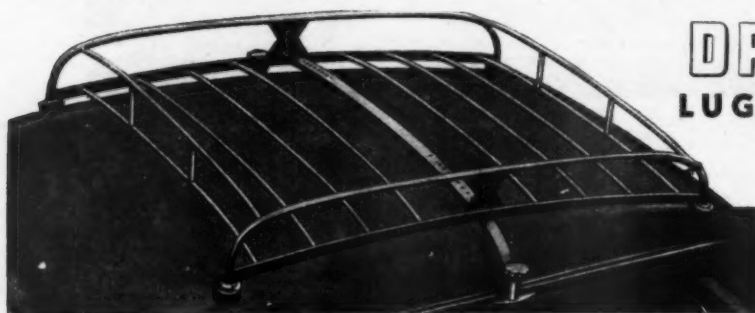
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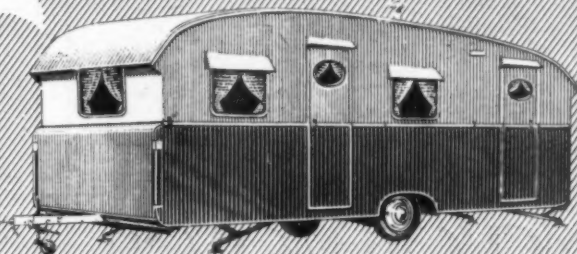


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1947	STANDARD	8 d/h coupe, colour blk., lt. brown uphol., attractive car, mod. mileage	469 gns.
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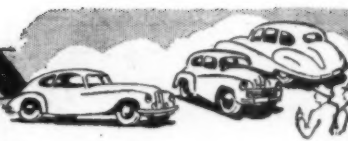
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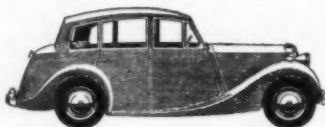
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| 1947 DAIMLER Straight 8, Windover 7-seater limousine, 13,000 miles, £2,975. | 1949 STANDARD Vanguard Saloon, 5,000 miles, £1,065.      |
| 1949 FORD Pilot Saloon, leather, radio, heater, 4,000 miles, £1,095.        | 1947 SUNBEAM TALBOT 10 Tourer, 8,000 miles, £835.        |
| 1949 HILLMAN MINX Saloon, Phase III, 8,000 miles, £925.                     | 1949 TRIUMPH '2000' Roadster, 5,000 miles, £1,100.       |
| 1949 HUMBER HAWK Saloon, radio, heater, 6,000 miles, £1,425.                | 1948 TRIUMPH '1800' Saloon, 12,000 miles, £1,125.        |

## USED CARS WANTED

We have a ready market for used vehicles and would appreciate the offer to purchase all types.



Official Retailers for  
Rolls-Royce and Bentley  
Cars



**STANHOPE HOUSE**  
320, Euston Road, London, N.W.1  
Telephone: EUSton 1212

**AUSTIN HOUSE**  
297, Euston Road, London, N.W.1  
Telephone: EUSton 1212

16, UXBRIDGE ROAD, EALING, W.5  
Telephone: EALing 6717

**GLOUCESTER HOUSE**  
150, Park Lane, London, W.1  
Telephone: GROsvenor 3434

WELSH HARP, EDGWARE ROAD, LONDON, N.W.9  
Telephone: HENdon 6500

# The Autocar

## CLASSIFIED ADVERTISEMENTS

### CLASSIFIED ADVERTISEMENT RATES

6d. per word, minimum charge 6/-, each paragraph charged separately, name and address must be paid for. Paragraphs of less than eight words are charged at 10/-. All advertisements must be strictly prepaid and should be addressed to The Autocar, Classified Advertisement Dept., Dorset House, Stamford Street, London S.E.1.

Postal orders and cheques sent in payment for advertisements should be made payable to Hiffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

**PRESS DAY 1st POST MONDAY.** Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3333. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

### BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1949 cars and current models in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 0000, c/o The Autocar, Dorset House, Stamford Street, London, S.E.1."

### DEPOSIT SYSTEM

Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Deposit System facilities should send for particulars which are available on application.

The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

**1936** A.C. saloon, carefully driven and maintained.—Webb, High Cross, Crowborough (Tel. 985), Sussex. [4150]

**CASH** immediately for good A.C.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4288]

**BARTLETT**—Alfa-Romeo always in stock.—27a, Pembroke Villas, W.11. [4942]  
**CENTRAL GARAGE**, Croydon, offer Alfa-Romeo, first registered 1934, 17/50 supercharged 2-seater Zagato, finished Alfa red, upholstery to match, 6 nearly new tyres, excellent order.—Central Garage, Tel. Croydon 7464.

**BEVERLEY MOTORS**, Coombe Rd., New Malden, have available 1939 2.3-litre type 60, independently sprung chassis with 5-seater saloon body, customer may specify own coachwork colour and upholstery; price approx. £1,500.—Enquiries to Malden 4405. [4322]

**Alfa-Romeo Cars Wanted**  
**J. H. BARTLETT**, The Alfa-Romeo Specialist, 27a, Pembroke Villas, W.11. [4942]  
**ROWLAND SMITH'S**, the Alfa-Romeo buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.  
**CHIPPSTEAD MOTORS**, Ltd., Onslow Garage, 197, Fulham Rd., Kensington S.W.3, are keen buyers of late models. Flaxman 0052. [1041]

**Alfa-Romeo Spares and Service**  
**THOMSON & TAYLOR (BROOKLANDS)**, Ltd.—Spares and Service. Alfa-Romeo cars.—Brooklands Track, Weybridge, Byfleet 520. [0124]

**W**  
**HAROLD PERRY**, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12, Tel. Hillside 4444.  
**1949** Allard sports 2-seater, mileage 8,000, colour metallic grey, condition as new; £250.  
**HAROLD PERRY**, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12, Tel. Hillside 4444. [9311]

**DICKS CAR SALES**, offer:—

**1948** Allard special tourer, fitted high efficiency engine; £350.

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6886-9. [3287]

**DAGENHAM MOTORS**, Ltd., offer the following car:

**1949** Allard 4/4 coupe, black, brown hide, 5,300 miles.

**56** Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, Sangley Rd., Oxford, S.E.6. Hither Green 4821. [3438]

**DAGENHAM MOTORS**, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [0151]

**GORDON CARS (LONDON)**, Ltd., 1947 Allard 4-seater, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3958]

**1948** Allard drop head fourseater, black; £925.—Park Garage (Mooley), Ltd., Hampton Court Way, Molesley, Tel. 4371. [2876]

**1949** Allard 2-seater, red, 13,000 miles; £865.—Park Garage (Mooley), Ltd., Hampton Court Way, Molesley, Tel. 4371. [3943]

**1948** Allard open sports 4-str., black, mileage 13,000, fitted high ratio back axle; best offer over £800.—Box 7260. [3682]

**1948** Allard 3½-litre 2-seater, red with beige leather, 10,000, £725.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [3806]

**H. A. SAUNDERS**, Ltd., 1949 Allard 2-str., 8,000 miles, one owner, £265.—Austin House, 140, Golden Green Rd. N.W.11. Speedwell 0011. [4074]

**1949** Allard 4-str., silver-grey, drop head coupe, heater, B.M.T.A. permission received; £900.—Reynolds, Ltd., Thatcham. Tel. Thatcham 2266/2155. [4186]

**1949** Allard drop head coupe, dark blue, in first-class condition throughout, low mileage, bargain; £260.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [4449]

**1948** (August) Allard drop head coupe, 15,000 miles, now being resprayed, new hood and generally overhauled, when completed will be absolutely as new, used as town car only; £850.—J. Butcher, 131, Church St., Blackpool, Tel. 23152. [4185]

**Allard Cars Wanted**  
Any type of body considered.—6, Portobello Mews, W.1. Park 9050. [4133]  
**BRITISH & COLONIAL MOTORS**, Ltd., require good Allard cars.—Upper St. Martin's Lane, W.C.2. Tem. 3568. [4249]

**Allard Spares and Service**  
**ALLARD'S MOTOR**, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6431.

**ALLARD MOTOR CO.**, Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandeyke 2533.

**NEON COACHWORKS**, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, etc. for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467]

**BRISTOL STREET MOTORS**, Ltd., 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

**MARBLE ARCH (WATFORD)**  
ALVIS

**1935** Alvis Speed Twenty; £325.

**WE** welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, phone or write.

**MARBLE ARCH MOTOR SUPPLIES**, Ltd., Lower High St., Watford. Tel. 4491. [3885]

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### ALVIS

**BROOKLANDS**  
ALVIS distributors for London.

**CATALOGUES** and particulars available of the

**NEW** 3-litre saloon and 4-seater drop head coupe by Tickford; also sports 2-seater.

**1949** owner, heater and radio fitted, examined and approved by makers.

**1948** Alvis 14hp sports saloon, grey, Bedford cord upholstery, small mileage, examined and approved by makers.

**103** New Bond St., London, W.1. Tel. Mayfair 8551/6. [3975]

**CLAND & TABOR**, Ltd., offer:—

**1947** Alvis 14hp shooting brake, exceptionally well-built body with four doors and fold flat seat at rear; £895.

**1938** Alvis 12/70 (13.2hp) saloon, very smart, with exceptional performance, maroon with brown leather; £500.

**APPLY:** Welwyn 481. [3923]

**1937** Alvis Silver Crest 4-door saloon, a very nice motor car; £440.

**MANOR CIRCUS MOTORS**, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. [4302]

**GORDON CARS (LONDON)**, Ltd., 1949 Alvis drop head coupe, grey/red, 3,000 miles.—Below.

**GORDON CARS (LONDON)**, Ltd., 1949 Alvis drop head coupe, black/red, 7,000 miles.—Gordon House, 373 Euston Rd., N.W.1. Euston 6611. [3954]

**1935** Alvis Speed Twenty drop head coupe, in exceptional condition, low mileage; £395.—Jacot, 27, Pont St., S.W.1. Sloane 7674. [3815]

**1948** Alvis 14 saloon, black, radio, superb condition throughout; £1,150.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6.

**1948** (August) Alvis drop head coupe, grey with grey leather, in most attractive condition; £1,125.—Bells Service Garages, 144, London Rd., King's Cross, London, N.1. [4340]

**1937** good condition, extras include heater and radio; £665.—Vandervell's of Good Used Cars, 21, Haverstock Hill, N.W.3. Primrose 4441. [1516]

**1939** Alvis Speed 25 saloon by Charlesworth, dark grey and red superlative condition both mechanically and in appearance; £795.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [3934]

**£235**—Alvis Crested Eagle 16.5hp sports saloon 1934/5, somewhat rare and very valuable model, finished black and chrome and upholstery in elephant grey leather, terrific gear, several special features, independent front wheel suspension, Notea, Fran and all the trimmings; write, call or phone.

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. C. Tel. 2041 (5 lines), 400 cars actually in stock. Write for post-free catalogue. Hire Purchase. Part exchanges. Free delivery. [4038]

**TANKARD & SMITH**, Ltd., offer 1938 Alvis 14hp Crested Eagle saloon, in black with red leather, coachwork and interior in very good condition, mechanically above average, very fine car; £495; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [3710]

**ALTON GARAGE**, The Alvis People, have an excellent selection of most pre-war Alvis models including 1939 12/70, Silver Crest, Speed 20, Firebird 4hp, Firefly 12hp, 12/60 and 12/50; prices £100-£700; all cars available on immediate hire purchase, insurance and part exchange; all Alvis queries and details of cars for disposal welcomed.—17, Brook Mews North, Craven Rd., Fadd. 3922 & 4710. [5293]

**A GENUINE** original privately owned late 1937 5-seater 4-door sunshine saloon Alvis 16.95hp Crested Eagle, in very exceptional mechanical condition, total exact mileage under 39,000 since new, independent front suspension, self-centring steering, sustained high oil pressure all day, absolutely quiet transmission, beautiful brakes and a perfect pleasure to drive, clean brown hide interior, clean pile carpets original; a very superior performance, definitely from 10 to 80 in top gear without any fuss, a genuine pedigree motor car proved by its sound engineering design, acceleration and sporting appearance, all aluminium coachbuilt body, low swept tail, large outside luggage boot, rear number plate in glass panel, an economical most modern attractive genuine motor car, with years of trouble-free motoring at the very minimum; genuine bargain, £365; 500 miles' trial, also photo, to genuine enquirer; a quality motor car built to last and holds its own indefinitely. 1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288. [4319]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ALVIS

**ALVIS** Speed 20 1933 drop head coupe by Vaden Plas. reconditioned gear box, new radiator, excellently shod, a very clean, well maintained car with normal ignition, telecontrol, etc., also extras; £350.—Norton, 48, Court Farm Rd., Northolt, Wawool 3294. (4198)

**ALVIS** Silver Eagle saloon, recently reconditioned throughout, six new tyres and tubes and numerous extras fitted at a cost of over £200 (bills to show), latest Windtone and Klaxon horns, transmitters, dual wipers, aluminium body cellulosed smoke blue with cream wheels, run 600 miles only since, an amazing 80 m.p.h. car, property of a qualified engineer, being sold to clear estate; offers to Aillery & Bernard, Ltd., 372, King's Rd., Chelsea, S.W.3. Fin. 7545. (3597)

**ALVIS** Firefly saloon, just completely overhauled and prepared for the 1,000-mile Rally at a cost of over £250, including engine overhaul, crankshaft ground, new bearings, new timing chain, sprockets, special camshaft, etc., spindles, brakes, steering, electric, transmission overhauled, resprayed, retimed, rechromed, numerous extras, new Dunlop tyres, new batteries, as new; £375.—Kel Motors, Gordon Works Gordon Ave., Stanmore. Tel. Grimsdyke 992. (3234)

## Alvis Cars Wanted

**ROWLAND SMITH'S**, the Alvis buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0914)

## THE Alvis buyers.

**DICKS CAR SALES**, 385-401, High Rd., Kilburn, N.W.6. Maids. Va. 6888-9. (5723)

**1948-9** Alvis saloon wanted.—G. S. Hall, 302, N.W.6. King St. W.6. Riverside 2881. (3243)

**S. F. ERKIN**, 18, Berkeley St., W.1. May. 6266. Service Works and Stores; 12, Wellesley Ave., W.6. Riv. 1413. (18361)

**CHARLES POLLETT, Ltd.**, buy good late model cars, 18, Berkeley St., W.1. May. 6266. Service Works and Stores; 12, Wellesley Ave., W.6. Riv. 1413. (18361)

**ALVIS SPARES AND SERVICE**

**ALVIS** Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams. Alviscar Gold, London. (0694)

**AND** at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams. Alvis, Coventry. (0694)

**CHARLES POLLETT, Ltd.**—Alvis specialists.

**SHOWROOMS**—18, Berkeley St., W.1. May. 6266.

**SPARE parts.**

**SERVICE**—12, Wellesley Ave., W.6. Riv. 1413. (8366)

**KINGSTON-ON-THAMES**—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. (18361)

**ALVIS** repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester. Riv. 2674-5. (0694)

**AMERICAN CARS**

**595** gns.—Ford, May. 1939, 40/125hp V.8 Westchester 5-seater saloon with winding division, black, blue chrome upholstery, front drive, I.F.S. automatic steering column rear change, unworn tyres, very carefully used, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (4367)

**WANTED**, American Cars Wanted

**Parade Garage**, Gallows Corner, Romford, Essex. Ingrebourne 2451. (15547)

**ARMSTRONG SIDDELEY**

**1947** Armstrong Hurricane drop head coupe, 6 months' guarantee; £895.

**1948** Armstrong 16 Typhoon drop head coupe, heater, 18,000 miles; £1,050.—Car Mart, Ltd., 15, Park Lane, W.1. Grosvenor 3434. (3456)

**DICKS CAR SALES** offer:—

**1948** Armstrong 16hp Hurricane coupe, one titled owner, as new; £950.

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn, N.W.6. Maids. Va. 6888-9. (4386)

**PASS & JOYCE**, Ltd., offer:—

**1948** Armstrong Siddeley Typhoon sports saloon, black, 1 owner.—184, Gt. Portland St., W.1. Museum 1001. (2039)

**JOY SALMON AUTOMOBILES**, Ltd., offer:—

**1949** Armstrong Siddeley 18hp Lancaster saloon, 15,500 miles, a new car; £1,685.—Portsmouth Rd., Thames Ditton, Esherbury 551-2-5. (2361)

**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—

**1936** Armstrong Siddeley 12hp black saloon, very good condition; offers.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (1333)

**1948** Armstrong Siddeley 12hp; 475—Perce Ry. 495.

**Fulham Rd., S.W.6. Fulham 5643. (4401)**

**F. DOVE** offer 1937 Armstrong Siddeley 17hp saloon, chauffeur kept, 29,995.—69, Broadway, Wimbledon, S.W.19. Liberty 2457. (4297)

**ARMSTRONG SIDDELEY Hurricane** coupe late 1948, black, 25,000 miles, the property of a doctor; £950, can be seen by appointment.

**MURKETT BROTHERS**, 3, High St., Bedford. (3936)

**1948** Armstrong Lancaster 4-door saloon, black with brown leather, low mileage and beautifully maintained; £1,195.

**JOHN CAMPBELL MOTORS**, 415, Holloway Rd., N.7. North 4441. (3295)

**£650** recently overhauled, excellent condition.—Salford House, Welford Rugby. (3744)

**GORDON CARS (LONDON)**, Ltd., 1949 Armstrong Typhoon saloon, black/brown leather, 6,000 miles.

**Gordon House**, 373, Euston Rd., N.W.1. Euston 3961. (3961)

## ARMSTRONG SIDDELEY

**£750**—1946 Armstrong Hurricane, 33,000 miles, black, with red leather.—Woking Motors (Maybury Hill) Ltd., Woking 1298. (1185)

**1946** Armstrong Lancaster, 25,000 miles, excellent condition; £825.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (3781)

**1937** Armstrong Siddeley 14hp 6-light saloon, black with blue leather, chassis, body, tyres perfect; owner must sell for £315 o.n.o.—Ironsides, Burley St., Burley, Hants. Tel. 523. (3593)

**ARMSTRONG SIDDELEY** 20hp 7-seater saloon, 1932, with division, brown with brown hide, immaculate condition, almost new tyres; offers.—Craneleigh Motors, Cranleigh, Tel. 523. (3593)

**1949** Armstrong Siddeley Typhoon sports saloon, registered July, genuine mileage 2,300; price £1,250.—Mr. F. J. Finn, 41, St. Leonards Rd., Leicester. Tel. Leicester 7702. (4191)

**1937** Armstrong Siddeley 14 saloon, black, just recellulosed, very carefully used and in perfect mechanical condition; £350.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (1771)

**895** gns.—Armstrong Siddeley 1948 Hurricane four-door drop head coupe, grey, green leather, small mileage, carefully used, exceptional condition; taxed, terms, exchanges.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (4345)

**725** gns.—Armstrong Siddeley, May, 1946, Hurricane four-door drop head coupe, light blue, fawn leather, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (4345)

**£895**—Armstrong Siddeley 16hp saloon de luxe with beige upholstery, air-conditioning and every luxury, single unit radio, air-conditioning and every luxury, nominal mileage only.—See below.

**£345**—Armstrong Siddeley 14hp saloon de luxe, with blue leather upholstery, complete engine overhaul beginning of this month, including rebore and sleeve, new pistons, new bearings, new timing gear and host of detail work, items too numerous to mention; history known and can be substantiated by receipts bill.—See below.

**£295** Siddeley 17hp enclosed limousine 1936, equipped with face forward occasional and division, whole car in very clean condition for the year, nicely finished black and chrome, neat and tidy interior furnishing, excellent runner.

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Hire purchase, Part Exchange, Free delivery. (4035)

**R. S. CURRIE & Co.** offer 1949 (May) Armstrong Siddeley 16hp 4-seater drop head coupe, black/brown leather upholstery, 16,000 miles, Armstrong maintained, one owner; £1,250.—105, Westbourne Park, W.2. Baywater 0085. (1029)

**NAYLOR & ROOT, Ltd.**, 1948 Armstrong Siddeley Lancaster 4-door saloon, black, brown hide indistinguishable from new, 61,000 miles, 17hp, partitioned, choice of 250 quality cars, demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.19. East. 5272. Open 9-8 each weekday including Saturday. (4072)

**LIMOUSINES** 1938 Lord 25hp, partition, wide forward ward occasional, black, nice condition. Also 1948 LANCOSINES 1937, 6,000 miles, 17hp, partitioned, leather, widest forward seats, selection from £630.—Alpe & Saunders, Limousine Specialists, Providence Court, North Audley St., Mayfair 2841. (3635)

**ROWLAND SMITH'S**, the Armstrong buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0916)

**CASH** buyers of low mileage Armstrongs; distance no object.—Lord St., Southampton. Tel. 2268.

**J. INWARDS**, Ltd., are anxious to buy Armstrongs Siddeley Hurricanes.—High St., Ruislip 3034/5

**CASH** immediately for good Armstrong Siddeley.—H. F. Edwards, 28, Upper High St., Epsom. (4296)

**MARSTON MOTOR CO.**, Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (1018)

**HENLY'S**, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester 2. 7943. (1018)

**PASS & JOYCE**, Ltd., London and District distributors, wish to purchase carefully used post war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. (2987)

**Armstrong Siddeley Spares and Service**

**ARCOT MOTORS**, Ltd.

**ARCOT MOTORS**, Ltd.—Preslector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (10235)

**ARMSTRONG SIDDELEY** owners.

**COMPLETE** overhauls, service and repairs by our highly skilled and specialist mechanics; 100% service from our modern, well-equipped workshops means the most prompt and efficient Armstrong Siddeley service in the country; write, phone or call.

**ARCOT MOTORS**, Ltd., 169, Fulham Rd., S.W.3. Tel. Kensington 901. (0644)

**A LARGE** stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Worcester, Hawley Crescent, Camden Town, Tel. Gul. 4141.

**HENLY'S**, Ltd., Chesham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preslector gear boxes undertaken.—Tel. Deansgate 2215. (0602)

**CENTRAL GARAGE**, Croydon, distributors for Armstrong Siddeley cars; sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. (1999)

**BROOKLANDS.**

**ASTON MARTIN**

**ASTON MARTIN**, distributors for London.

**DETAILS** of the new 2.6-litre and demonstration car available.—New Bond St., London, W.1. Tel. Mayfair 8551/6. (3974)

**CLAND & TABOR**, Ltd., offer:—

**1949** Aston Martin 2-door saloon, fitted with 4-cylinder engine DB 2 type chassis, very low mileage, terrific performance and road holding; £1,295.

**AFLYX**, Welwyn 481. (3926)

**1939** Speed Model 2-litre 2-str. sports, engine just overhauled, new tyres, very fast; £800.—Tel. Seaford 2620. (4015)

## Aston Martin Cars Wanted

**ASTON MARTIN** cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002/3.

**CASH** immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Richmond St., W.1. Langham 0012. (4289)

**ROWLAND SMITH'S**, the Aston Martin buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0917)

## Aston Martin Spares and Service

**FRIARY MOTORS**, Ltd.

**SOLE** suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002/3. (1365)

## AUSTIN SEVEN

**1938** Austin 7 saloon, recent complete overhaul; £210.—12, Redcliffe Rd., S.W.10. (4184)

**1931** Austin 7 saloon, all original condition, two new tyres, mechanically 100%; taxed; £295.

**TIMMS MOTORS**, Colnetto Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3953-4. (12476)

**1934** Austin 7 saloon, in as new condition, taxed; £165 or offer; has only to be seen.—King's Motors, 1, High St., Hounslow, Tel. 3532. (14417)

**AUSTIN 7** Nippy, 1937 model, exceptional order all round, taxed; £225; terms, exchanges.—Lynch Garage (opposite G.P.O.), Uxbridge, Middx. Tel. 122. (4346)

**225** gns.—Austin 7 1937 Ruby de luxe saloon, dark blue, sliding head, blue leather, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

**115** gns.—Austin 7 1935 de luxe saloon, green, sliding head, leather upholstery, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (4346)

**1938** Austin 7 de luxe saloon, blue with blue hide upholstery, relined brakes, mechanically very good, original coachwork and cellulose, taxed; terms, exchanges.—Rowland Smith, below.

**TIMMS MOTORS**, Colnetto Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3953-4. (12475)

**£315**—1938 Austin Big 7 de luxe saloon, literally spotless, interior excellent, the finest example offered; 3 months' guarantee; hire purchase, exchanges.—Lamb of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6021. (4275)

## Austin Seven Cars Wanted

**ROWLAND SMITH'S**, the Austin 7 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

**R. RAYMOND** WAY, the hire-purchase specialists, are still buying Austin 7 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (3133)

## AUSTIN EIGHT

**BROWN'S** for Austin.

**1939** Austin 8hp saloon de luxe, excellent condition; £365.—Brown's Garage, Loughton (Essex) 4119 (Tube). (2949)

**COACHCRAFT**, offer:—

**£295**—1939-40 Austin 8 saloon, very good running order, bodywork and cellulose above average and free from rust, taxed; A.A. or R.A.O. inspection invited; terms and exchanges.

**COACHCRAFT**, Elm Rd., Evesham. Tel. 6539. (4129)

**LONDON CARS** offer:—

**1940** Austin 8 2-door saloon, black, brown upholstery, spotless appearance, reconditioned engine, gear box, 83,000 miles.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wavool 2643. (4429)

**S. G. SMITH (MOTORS)**, Ltd., offer:—

**1947** Austin 8, 13,000 miles, immaculate condition; £590.

**S. G. SMITH (MOTORS)**, Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. (3522)

**WADDINGTON MOTORS**, Ltd., offer:—

**1947** Austin 8 saloon, taxed, perfect condition; £585.—Fortune Green Rd., N.W.6. Ham. 2211. (1046)

**ENGINES RECONDITIONED**, Ltd., offer:—

**1939** Austin 8hp 4-door saloon, perfect condition; £385.

**ENGINES RECONDITIONED**, Ltd., 333, Pinner Rd., Harrow, Middlesex. Harrow 1269. (1414)

**1946** Austin 8, nice condition; £535.—Stadium Autos, 178, New Barn St., E.13. Alb. 3366.

**1947** (October) Austin 8hp saloon, black, brown, 10,000 miles, excellent condition.—Dobsons, Ltd., Austin Agents, Staines, Middlesex. Tel. 801. (2872)

**1946** Austin 8 saloon, reconditioned engine fitted, 2,000 miles only; £495.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. (1223)

**1946** (Sept.) Austin 8 saloon, genuine 14,700 miles, black, brown leather; £585.—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. (1425)

**1946** (November) Austin 8 saloon, black, brown leather, excellent condition throughout; £550; terms, exchanges.—B. & H. Motors, 1,468, High Rd., Wealdstone, London, N.20. Ladbroke 6871-2. (3857)

**345** gns.—Austin 8 (July 1939) de luxe saloon, black, sliding head, brown leather, unworn tyres, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (4364)

## Austin Eight Cars Wanted

**THE CAR MART**, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. (1055)

**I NEED** post-war Austin 8 immediately.—Fortune Green Rd., S.W.7. Tulse Hill 1288 (day). (1917)

**ROWLAND SMITH'S**, the Austin 8 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

**CASH** buyers of low mileage Austin 8; distance no object.—Huttons, Lord St., Southampton. (7074)

**R. RAYMOND** WAY, the hire-purchase specialists, are still buying Austin 8 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (3133)



USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN

**COLINDALE offer:**  
**1947** Austin 10, immaculate condition; £685.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9, Tel. Colindale 6122.  
**ROUNDABOUT offer:**  
**1946** Austin 10hp saloon, one owner; £650.  
**ROUNDABOUT GARAGE**, Western Ave., Greenford, Middx. Wuxlow 1071-5.  
**ELITE MOTORS**, offer:  
**1937** Austin 10 Conway Cabriolet, in really clean condition throughout, recently fitted with new hood, black with red leather interior; £350.  
**MOTORS**, 551-561, Garratt Lane, Tooting Broadway, Tel. Balham 2474, four lines.  
**1946** Austin 10 saloon de luxe, splendid condition; £595.  
**GEORGE NEWMAN & Co.**, 369, Euston Rd., N.W.1. G Euston 4466.  
**1937** Austin 10 Cambridge saloon, showroom condition; £340.—Hamstead 8960, after 6 p.m.  
**1940** Austin 10 saloon, one owner since new, exceptional condition, black, brown leather; £445.  
**MAGDALEN MOTORS**, 311, Trinity Rd., Wandsworth Common, Battersea 5573.  
**1947**—1939 Austin 10 de luxe saloon, black, brown leather upholstery, in excellent condition throughout.  
**MAKIN & HARRISON (MOTORS)**, 492-6, High Rd., Chiswick, Tel. Balham 2474.  
**1940** Austin 10 saloon, black, wings require attention, mechanically excellent, taxed; £375.  
**BREY AUTOS**, rear of 44-46, Chase Side, Southgate, A N.14 (near Tube), Palmers Green 4540.  
**1946** Austin 10 sunshine saloon, one owner, new condition.—Lionel H. Pugh, 15-14, Brixton Mews, W.1.  
**1937** Austin 10hp saloon, in exceptional condition; £385.—Reeves Motors, Grand Parade, Forty Lane, Wembley, Arnold 3004.  
**1939** Austin 10 de luxe saloon, guaranteed; £365.—payments.—Oldfield, 4, Russell Gardens Mews, Kensington, Park 7780.  
**1933** Austin 10 2-seater, green with green upholstery; £145.—Tinkard & Smith, Ltd., 97, Peckham Rd., S.E.15, Rodney 2051.  
**1947** Austin 10 saloon, nominal mileage, exceptionally good condition throughout; £675.—28, Queensway W.2, Bay 0136.  
**1937** Austin 10 Cambridge saloon, good condition; £335.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.6, Ham. 1627.  
**1947** Austin 10 saloon, guaranteed small mileage; £685.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.6, Ham. 1627.  
**1946** Austin 10 saloon, black with brown leather, low mileage; £625.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18, Battersea 1166.  
**1939** Austin 10 de luxe saloon, post-war type, black, original condition, low mileage, really exceptional throughout, taxed; £415.—44, King St., Hammersmith, Riverside 2837/8.  
**£297** 10/10—1937 Cambridge saloon, reconditioned engine, very good tyres, coachwork really immaculate; h.p. terms arranged.—Monahan Motors, 534, London Rd., Thornton Heath 5061.  
**525** saloon, dark blue, sliding head, blue leather, radio, demister, one careful owner, excellent condition, taxed, terms, exchange; list; 2-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.  
**1934** Austin 10, in superlative condition, original paintwork and leather interior, engine just reboiled and new crankshaft fitted, not another car of that year in London to equal it in condition; offered at £187/10.  
**MAGDALEN MOTORS**, 311, Trinity Rd., Wandsworth Common, Battersea 5573.

Austin Ten Cars Wanted

**C**  
**M**  
**THE CAR MART**, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1, Euston 1212.  
**I REQUIRE** post-war Austin 10 urgently.—21, Kirk-stall Rd., S.W.2, Tulse Hill 1288 (day).  
**ROWLAND SMITH**, the Austin 10 buyers.—Hamstead High St. (Hampstead Tube), Hampstead 6041.  
**CASH** buyers of low mileage Austin 10; distance no object.—Hattens, Lord St., Southport, Tel. 2268.  
**1939**—1949 Austin 10 saloon urgently required.—254, High Rd., Tottenham N.15, Sta. 2232 and 0464.  
**RAYMOND WAY**, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 (10 lines).  
**AUSTIN A40**  
**HAROLD PERRY**, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.  
**1948** Austin A40 saloon, mileage 11,000, colour grey, beige leather interior, fitted with heater, first class condition; £895.  
**HAROLD PERRY**, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.  
**C**  
**LONDON DISTRIBUTORS.**  
**1949** Austin A40 Devon saloon, sliding head, heater, 6,000 miles; £355.—Car Mart, Ltd., 297, Euston Rd., N.W.1.  
**H. A. SAUNDERS**, Ltd., offer:  
**1948** Austin A40 Dorset 2-door saloon, grey with beige interior, 19,000 miles; £835.  
**H. A. SAUNDERS**, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner), Hillside 0024.

AUSTIN A40

**H. A. SAUNDERS**, Ltd., offer:  
**1949** A40 F.H. saloon, grey with blue upholstery, 5,000 miles; £925.  
**H. A. SAUNDERS**, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner), Hillside 0024.  
**PHILIP RICKARDS**, Ltd., offer:  
**1949** Austin A40, 6,000 miles, green/beige, heater, s/h.—4, Brick St., Park Lane, London, W.1, Grosvenor 472/3.  
**CHARLES RICKARDS**, Ltd., offer:  
**1949** (Oct) A40 Devon saloon, mist green, one owner since new, low mileage, faultless condition; £915.  
**Baywater Rd., W.2** (next door Lancaster Gate Tube Station), Tel. Paddington 1820.  
**1949** Austin A40 Devon 4-door saloon, 4,000 miles only, one owner, as new throughout; trade enquiries welcomed.  
**MOTOURISTS (LONDON)**, Ltd., Great North Rd., E. Finchley Station, N.2, Tudor 2301-2.  
**1949** Austin A40 saloon, choice of two; £895 each.—Blue Star Garages, 617, Finchley Rd., N.W.3, Ham. 2255.  
**CASH'S MOTOR MART**,—1949 Austin A40, blue, leather, sliding roof, 5,700 miles, written guarantee, s/h.—5, Warren St., W.1, Euston 3523.  
**AUSTIN A40 1948** 2-door saloon, perfect order; £810, or terms.—Robin Wood Garage, Crystal Palace, London, S.E.19, Tel. Sydenham 6500.  
**GORDON CARS (LONDON)**, Ltd., 1949 Austin A40 G saloon, beige, sun roof, 8,000 miles.—Gordon House, 373, Euston Rd., N.W.1, Euston 6611.  
**H. A. SAUNDERS**, Ltd.,—1949 Austin A40 saloon, 11,000 miles, one owner; £895.—Austin House, 140/144, Golders Green Rd., N.W.11, Speedwell 0011.  
**1949** Austin A40 saloon, 5,000 miles, blue/blue leather, heater, as new; £915.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1282.  
**£800**—Dorset, beige with brown leather, immaculately cared for by original owner, fitted radio and heater, delivered anywhere.—Bareham, Bury St. Edmunds, 533.  
**1949** (April) Austin A40 Devon 4-door saloon, finished black, leather upholstery, 9,000 miles only, heater, taxed, as new throughout; trade enquiries welcomed.  
**MOTOURISTS (LONDON)**, Ltd., Great North Rd., E. Finchley Station, N.2, Tudor 2301-2.  
**1949** Austin A40 saloon, pastel green, lawn upholstery, 12,000 miles; £895; hire purchase and exchanges.—Selwood Road Garage, 54, Selwood Rd., South Crofton, Surrey, Tel. Crofton 5470.  
**889** gms.—1949 Austin A40 Devon 4-door sun saloon, leather upholstery, as new, heater, etc.—Raymond Way, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, Open till 7 p.m., six days a week.  
**1949** A40 Devon saloon, sun roof, under 10,000 miles, beige with beige leather, fitted heater, immaculate; £895.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4, Tel. Hendon 1423-4.  
**829** gms.—1948 Austin A40 Devon 4-door sun saloon, 19,000 miles, mist green, leather upholstery, very attractive car.—Raymond Way, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, Open till 7 p.m., six days a week.  
**1949** (July) A40 4-door, Portland grey, 5,500 miles, no town use, spare unused, well cared for, absolutely genuine and unscratched throughout, further use so free garage (spring) if desired; £925.—Hagwood, County Poultry Farm, Essex, Tel. Stock 309.

Austin A40 Cars Wanted

**T**  
**H**  
**E**  
**CAR MART**, Ltd.,  
**AUSTIN** cars  
**REQUIRED** immediately.  
**MAKE** your enquiries to  
**AUSTIN** House, 297, Euston  
**ROAD**, London, N.W.1.  
**TELEPHONE**: Euston 1212.  
**D.C.S.**  
**The Austin A40 buyers.**  
**DICKS CAR SALES**, 385-401, High Rd., Kilburn, N.W.6, Maida Vale 688-9.  
**A40** car wanted.—Mac, 12, Brambledown Rd., Welling, Surrey, Tel. 3397.  
**WE** are requiring A40 Devons.—Brown & Mallalieu, Ltd., Blackpool, Tel. 22322.  
**I NEED** Austin A40 immediately.—30, Ryecroft Rd., S.W.16, Tulse Hill 2768 (day).  
**ROWLAND SMITH**, the Austin A40 buyers.—Hamstead High St. (Hampstead Tube), Ham. 6041.  
**CASH** buyers of low mileage Austin A40s; distance no object.—Hattens, Lord St., Southport, Tel. 2268.  
**TELEPHONE** Northampton 2264.—Wanted privately owned A40, 2- or 4-door, small mileage car.—153, Billing Rd., Northampton.  
**AUSTIN A40** cars wanted.—Motourists (London).  
**A Ltd.**, are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2, Tudor 2301-2.

AUSTIN TWELVE

**BROWN'S** for Austin.  
**1939** Austin 12hp Ascot saloon de luxe, excellent condition; £445.—Brown's Garage Loughton (Essex) 4113 (Tulse).  
**LONDON CARS** offer:  
**1939** Austin 12hp Ascot saloon, original black, brown leather, well preserved car in excellent mechanical condition, guaranteed; £445.—London Cars, 692-6, Greenford Rd., Greenford, Middx. Wuxlow 2643.

AUSTIN TWELVE

**1939** Austin 12 saloon, very clean and sound; £415.  
**Below**  
**1938**—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14, Tel. Western 2512.  
**1939** Austin 12; £425.—Herbert & Mills, Church Rd., Ashford, Middlesex, Tel. 2860.  
**189** gms.—1936 Austin 12/4 saloon, good condition.—Autosnipe, 5, Balham High Rd., Balham 1509.  
**1938** Austin 12 de luxe saloon, taxed, £365; payments.—Oldfield, 4, Russell Gdn. Mews, Kensington, Park 7780.  
**H. A. SAUNDERS**, Ltd., 1933 Austin 12 saloon; £403.  
**H. A. SAUNDERS**, Ltd., 140/144, Golders Green Rd., N.W.11, Speedwell 0011.  
**1936** Austin 12/6 saloon, director's car, maintained in own garage, good condition, engine recently overhauled; £285.  
**W. STRAKER**, Ltd., 22-28, Shand St., Apply: Rekarts Garage, 62 Newington Causeway, S.E.1, Hop. 0978.  
**1939** Austin 12 Ascot saloon, in splendid condition throughout; £495; also 1937 Austin 12 Ascot saloon, sliding head, one owner, radio, heater, £395.  
**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.4, Gla. 2234.  
**1939** Austin 12 de luxe saloon, magnificent comments.—Vaughan 17, Astwood Mews, S.W.7.  
**375** gms.—Austin 12 1938 Ascot de luxe 4-door saloon, lawn and brown, sliding head, lawn leather, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

Austin Twelve Cars Wanted

**C**  
**M**  
**THE CAR MART**, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1, Euston 1212.  
**CASH** buyers of low mileage Austin 12s; distance no object.—Hattens, Lord St., Southport, Tel. 2268.  
**ROWLAND SMITH**, the Austin 12 buyers.—Hamstead High St. (Hampstead Tube), Hampstead 6041.  
**1937**—8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2, Tudor 2301-2.  
**RAYMOND WAY**, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 (10 lines).

AUSTIN SIXTEEN

**LONDON** distributors.  
**1949** Austin 16 saloon, radio, 9,000 miles; £1 075.—Car Mart, Ltd., 297, Euston Rd., N.W.1, Euston 1212.  
**TOM GARNER**, Ltd., offer  
**1948** Austin 16hp S.R. saloon, black with brown leather throughout, 8,000 miles.  
**TOM GARNER**, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 2265-6.  
**DICKS CAR SALES** offer:  
**1946** (Nov.) Austin 16 saloon perfectly unmarked; £725.  
**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn, Maida Vale 688-9.  
**H. A. SAUNDERS**, Ltd., offer:  
**1949** Austin 16 saloon, black with brown leather upholstery, 14,000 miles; £1,000.  
**H. A. SAUNDERS**, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner), Hillside 0024.  
**CHARLES RICKARDS**, Ltd., offer:  
**1948** (June) Austin 16 de luxe saloon, green, built-in radio and heater, mileage 15,000, immaculate condition; £935.  
**1948** (Dec.) Austin 16hp de luxe saloon, black with brown leather, built-in radio and heater, one owner, genuine mileage 17,344; £945.  
**Baywater Rd., W.2** (next door Lancaster Gate Tube Station), Tel. Paddington 1820.  
**GUY SALMON AUTOMOBILES**, Ltd., offer:  
**1947** Austin 16 saloon, superb original condition; £835.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.  
**1947** Austin 16hp saloon, one careful owner, perfect condition; £795.  
**HILKINOTON MOTORS**, 325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412.  
**1948** Austin 16 saloon, 12,000 miles, black with brown leather, one owner; £925.  
**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.4, Gla. 2234.  
**1936** model Austin 16 Ascot saloon, extra-clean wheels, exceptional throughout; £250.—Tudor 3394.  
**1949** Series Austin 16 saloon, radio, heater.—Autowork (Winchester), Ltd., Tel. Winchester 4834/3406.  
**1948** Austin 16 saloon, immaculate condition, wire-mesh heater, loose covers, etc., low mileage; £925.—Haskins, Ladbroke 1155.  
**H. A. SAUNDERS**, Ltd., 1947 Austin 16 saloon, 16,000 miles, £375.—Austin House, 140/144, Golders Green Rd., N.W.11, Speedwell 0011.  
**1948** Austin 16 saloon, grey, perfect condition, mileage 21,000, one owner, H.M.V. radio, heater; £925.—Tel. Green, Hop. 3483.  
**1948** Austin 16 sunshine saloon, dark blue, brown leather, practically new.—Lionel H. Pugh, 15-14, Brooks Mews, W.1, Mayfair 4433.  
**1948** Austin 16 saloon, black with brown leather, mileage approx. 14,000; £895.—Dixon's Garage, 134 West Hill, Putney, S.W.15, Putney 0896.  
**1946** Austin 16hp saloon, black, brown leather, one owner; £895.—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.W.3, Primrose 4444.  
**1934** Austin 16 saloon, blue with blue leather upholstery, suitable for private hire work; £160.—Tinkard & Smith, Ltd., 97, Peckham Rd., S.E.15, Rodney 2051.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- AUSTIN SIXTEEN**  
1949 Austin 16 saloon, 5,312 miles, colour black with brown upholstery, heater fitted.—Logsdon's Garage, Ltd., Melbourne St., Royston, Herts. Royston 2281. (1395)  
WALTER SCOTT, Ltd.—1936 16hp Austin Hertford saloon, black brown hide, as new throughout; £295; terms, exchanges.—39, College Crescent, N.W.3. Primrose 5914. (1364)  
1948 Austin 16 4-door saloon, black with brown hide upholstery, one owner, accept £345.—Jack Ross, Ltd., Stafford Rd., Wallington, Surrey Wallington 6677-8. (9274)  
1946 (June) Austin 16 in very clean condition. Black with leather upholstery all through.—Shaw Motors, Ltd., 666-678 Charratt Lane, London, S.W.17. Wim 3031-2. (8926)  
R. OBINS of Putney, offer choice of three exceptional Austin 16s with cars, with low mileage; prices from £265; write or telephone for full details.—Robbins, East Putney, Tel. 4581. (4411)  
1948 Austin 16, first licensed April, 1948, colour black, very good condition, one owner, £290 or nearest.—Apply in first instance, Iron Bridge Service Depot, Uxbridge Rd., Southall 2555. (15816)  
1948 Austin 16hp saloon, black, moderate mileage, first-class order and condition, taxed December; £285.—Wimbush & Co., Ltd., Headfort Place, Hyde Park Corner, London, S.W.1. Sloane 0151. (8959)  
1948 Austin 16 de luxe saloon, 10,000 miles only, direct from original private owner, fitted five radio and heater, all tyres almost new, absolutely immaculate, tax, trade enquiries welcomed.—MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (4444)  
1949 (March) Austin 16 de luxe saloon finished green with brown leather upholstery, 10,000 miles only, one private owner, fitted five radio, discs, heater, taxed December, as new; trade enquiries welcomed.—MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (4444)  
1948/9 Austin 16 de luxe saloon, black, all brown leather, genuine 16,000 miles, one private owner, all wheel discs, heater, taxed, this car in showroom condition, original, guaranteed equal to new; £295.—348, King St., Hammersmith, Riverside 2837/8. (4089)  
895 gns.—Austin 16 (July) 1948 de luxe 4-door saloon, sliding head, duo-green, brown leather, heater, 15,500 miles, almost new condition; taxed, terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (4366)  
Austin Sixteen Cars Wanted (1922)
- CAR MART, Ltd.,**  
AUSTIN cars  
REQUIRED immediately  
MAKE your enquiries to  
AUSTIN House, 297, Euston Road, London, N.W.1  
TELEPHONE: Euston 1212. (10955)  
CASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southampton. Tel. 2268  
POST-WAR Austin 16 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 70656 (10656)  
ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (1922)  
BRITISH & COLONIAL MOTORS, Ltd., require good Austin 16 cars.—Upper St. Martin's Lane, W.C.2. Ten 3588. (4253)  
AUSTIN 16 cars wanted.—Motorists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (6393)
- CAR MART, Ltd.,**  
LONDON Distributors.  
1949/50 Austin A70 saloon, sliding head, 3,000 miles; £1,325.—Car Mart, Ltd., 297 Euston Rd., N.W.1. Euston 1212. (13456)  
TOM GARNER, Ltd., offer  
1949 Austin A70 Hampshire saloon, green, sun roof, leather throughout, 10,000 miles. Blackfriars 9265-6. (3723)  
H. A. SAUNDERS, Ltd., offer:—  
1949 Austin A70 d.l. saloon, green with beige leather upholstery, 12,000 miles; £1,195. H. A. Saunders, Ltd., Austin House, High Rd., North Finchley 400 rds. north of Tally Ho! Corner. Hillside 0024. (4212)  
PHILIP RICKARDS, Ltd., offer:—  
1949 Austin A70, 10,000 miles, green, radio, perfect.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (4109)  
S. G. SMITH (MOTORS), Ltd., offer:—  
1949 Austin A70, 10,000 miles, indistinguishable from new; £1,175.  
S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. (3520)  
EBES & MEBS, Ltd. (Est. 1893) offer:—  
1949 (Oct.) Austin A70 Hampshire saloon, green, fawn hide upholstery, 4,000 miles since new, taxed; £1,275.—The Broadway, Mill Hill, N.W.7. Tel. Mill 3040. (3021)  
1949 Austin A70 saloon, unquestionable condition.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. (2852)
- AUSTIN A70 & A90**  
1949 Austin A70, total mileage 8,700, fitted with radio and heater, one owner, excellent order throughout; £1,225.  
LYNNE FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. (1269)  
GORDON CARS (LONDON), Ltd., 1949 Austin A70 saloon, grey, 1,600 miles, perfect order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (13960)  
1949 Austin A70, 7,000 miles, green, fawn hide upholstery, heater; £1,160.—E. Sloper & Son, Ltd., Shillingstone, Dorset. Childe Okford. (4185)  
1949 Austin A90 Atlantic convertible coupe, 9,000 miles only, radio, heater, new condition.—Ripco, Ltd., 16 Albermarle St., Mayfair. W.1. Regent 2952/4. (41414)  
1949 (Aug.) Austin A70 saloon, grey, one owner, radio and heater, as new, 5,000 miles.—Tickenford, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple Bar 3338. (13774)  
9000 miles; 1949 (July) Austin A70 Hampshire saloon, radio, heater, sun roof.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (4000)  
1949 (Oct.) Austin A70 saloon, Portland green, fawn hide, sun roof, heater, 13,000 very careful miles by one experienced owner; compare the condition and price; £1,135; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay 4274. (4095)
- AUSTIN EIGHTEEN**  
HOLDSTOCK ENGINEERING, Ltd.  
1937 Austin 18 saloon. (3756)  
1934 Austin 18 saloon. (3756)  
HOLDSTOCK ENGINEERING, Ltd., Sittingbourne. Tel. 832. (3756)  
1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather, 17000 miles, 7-passenger limousine, division, forward seats, one private owner only, recorded mileage, black leather throughout, superlative mechanical condition; convenient hire purchase, terms, P. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbrooke 3155. (8007)  
AUSTIN 18 Iver limousine, 1939 model, Sept., 1938, one owner, only run 15,000 miles, almost new condition.—Stradlings, Ltd., Newbury 622. (3696)  
1939 Austin 18 Norfolk saloon, excellent condition; £595.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Ten 3588. (4254)  
1938 tip-up seats, leather throughout, coachwork and mechanical condition excellent; £465.—Colliam's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maids Vale 5134, 7833, 3465. (3571)  
325 gns.—Austin 18 1936 model York 7-seater saloon, black, brown leather, sliding partition, face-forward occasional seats, good tyres, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (4349)  
£695.—Austin 18hp limousine 1939 full seven-passenger model with division and face-forward occasional seats, black coachwork and dark blue leather upholstery front and rear in really first-class condition; previously privately owned, total mileage very moderate for car of its year; performance is most economical, general mechanical order indicates careful and precise maintenance and the whole car is in the condition to give a really lasting term of satisfactory and trouble-free service; offered with a comprehensive written guarantee by  
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. (Tel. 2041) (5 lines). 17 other Austin limousines, 31 limousines of other makes and over 350 cars for the private motorist. Write for post-free catalogue. Hire purchase, part exchanges. Free delivery. (4037)  
L. PE & SAUNDERS, Ltd., offer:—  
A seven passenger vehicles.—Below.  
LIMOUSINES 1937 to 1939, also seven seater saloons, excellent condition, leather good tyres, black.  
HARSE, 1938, Dec. 7th 3in, streamlined four seater 1950 Coachwork, lavishly equipped. Seen.  
L. PE & SAUNDERS, Providence Court, North Audley St., M.O. 1937, 1938, 1939, 1940 limousines. (3947)  
Austin Eighteen Cars Wanted (1922)
- CAR MART, Ltd.,** London distributors, wish to purchase Austin Sherrline and Princess cars.—297 Euston Rd., N.W.1. Euston 1212. (10352)  
BRITISH & COLONIAL MOTORS, Ltd., require good Austin Sherrline cars.—Upper St. Martin's Lane, W.C.2. Ten 3588. (4254)
- AUSTIN TWENTY-EIGHT**  
LIMOUSINE 28hp Ranelagh, partition, large forward seats, 23,000 miles condition; £1,195. Seen:—  
L. PE & SAUNDERS, Providence Court, North Audley St., Mayfair 2941. (3837)
- AUSTIN MISCELLANEOUS**  
BOON & PORTER, Ltd.  
1949 A40, leather upholstery, radio, heater, 5,000 miles as new; £250.  
1949 A90 convertible coupe, hydraulic head, 10000 covers, radio, special instruments, 10000, 5,000 miles, unbecome; £1,195. (4059)  
CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. (4059)  
REGIONAL DISTRIBUTORS.  
HIRE car and limousine specialists.  
WRITE for details and location of cars to  
SALES Dept.: 45, South Audley St., London, W.1.  
TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—186, King's Rd., S.W.3. Tel. Flax 4801-3. (3574)  
Austin Miscellaneous Cars Wanted (1922)
- ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1922)  
C. G. NORMAN & Co.  
AUTHORIZED Austin retailers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.  
A N.W.1. Gul 2767. (10822)  
CASH immediately for good Austin.—H. F. Edwards, RAWLINGS Bros., Ltd., 87a, Cromwell Rd., S.W.7. Froblisher 8161. (1574)  
WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. (10541)  
JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. (10612)  
APPROACH us first before disposing of your Austin car.—H. F. Edwards & Smith, Ltd., 194-198, Kings Rd., S.W.3. Faxman 4801-2-3. (1574)  
WE are cash buyers of all Austin post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. (16882)  
1938 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons' 16 Trinity Gdns., S.W.9. Brixton 4011. (10313)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Austin Spares and Service

**NORMAND, Ltd.**  
**H**AVE your car serviced by the experts.  
**S**ATISFACTION guaranteed.  
**N**ORMAND, Ltd., 405-9, King St., W. & Riv. 3665.  
**T**HE CAR MART, Ltd.  
**L**ONDON distributors, spare parts for all models, cars and trucks.  
**T**HE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 18, Uxbridge Rd., Ealing, W.5. (Ealing 6717).  
**C. G. NORMAN & Co.**  
**A**UTHORIZED Austin retailers.  
**S**PARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.  
**F**OR Austin mudguards, running boards, 1931-39.—Brooks, 5 and 6, Frederick Place, Brighton.  
**R**PAIRS! New pattern gears (7, 10hp, etc.); second hand, gear boxes; trade discount!—Pri. 2647, 10, Winchester Mews, N.W.3.  
**A**USTIN 7 spares, 1922-33, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood, Birmingham. (14952)  
**A**USTIN 7 spares, any year, any part, largest stockists in U.K.—Exchange units.—Fry Northwood's first 45-47, Newington Causeway, S.E.1. Hop 2832, 2820.  
**B**ROOKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. (20203)  
**A**USTIN 8 engines, gear boxes, axles, accessories, springs, wheels, radiators, in good condition, immediate delivery.—Woodfield & Turner, Motor Distributors, Burnley, Tel. 3065. (9683)  
**A**USTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. (10285)  
**A**USTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0125. (3414)  
**PRYNN & STEVENS, Ltd.**, the South London Austin depot, full range of parts and units in stock; exchange engines, rear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—37, Acra Lane, S.W.2. Brixton 1155. (0184)

## BENTLEY (3½ &amp; 4½-litre)

## BENTLEY (3½ &amp; 4½-litre)

**JACK BARCLAY, LIMITED.**  
**L**ARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. (10067)  
**RIPRON.**  
**RIPRON.**  
**RIPRON BROS., Ltd.**  
**N**ORTHERN Bentley specialists.  
**1949** (June) Mark VI shooting brake, 4,000 miles only, as new.  
**1948** (June) Mark VI 4-door sports saloon by H. J. Mulliner.  
**1937** 4½-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.  
**1935** 3½-litre 4-door sports saloon by Park Ward.  
**F**OR further particulars contact the largest Bentley distributors.  
**RIPRON BROS., Ltd.**, Huddersfield 6340 (5 lines).  
**R**IPRON also at Bradford, Leeds and Sheffield.  
**JACK OLDING OF MAYFAIR**  
**O**FFICIAL Rolls-Royce and Bentley Retailers.  
**O**FFER:—  
**1949** (Oct.) Mark VI standard saloon, pearl grey with blue leather, 28,000 miles.  
**1948** Mark VI 2-door saloon by Young, blue with beige leather, 25,000 miles.  
**1948** Mark VI H. J. Mulliner special sports saloon, black with beige leather, 45,000 miles.  
**1937** Mark VI 4½-litre fourseater d.h. coupe by Park Ward, midnight blue, beige hood.  
**1936** (Aug.) 4½-litre Vanden Plas pillarless saloon, black with grey leather.  
**1936** (Oct.) 4½-litre saloon by Mann Egerton, metallic blue with blue leather, 62,000 miles.  
**1936** (Oct.) 4½-litre saloon by Park Ward, black with maroon leather.  
**D**ELIVERY of new and used cars quoted on application.  
**AUDLEY HOUSE.**  
**N**ORTH Audley St., W.1. Mayfair 5243. (3804)  
**GUY SALMON AUTOMOBILES, Ltd.**, offer:—  
**1937** Bentley 4½ Owen sedan coupe, recent £400 overhaul by maker, most attractive condition: £1,850.—Portsmouth Rd., Thames Ditton, Emmerbrook 5551-2-3. (3276)  
**L**ARUE stock of 3½-4½ Bentley cars for disposal.  
**H. R. OWEN, Ltd.**, 17, Berkeley St., W.1. Mayfair 9060 (10 lines). (0096)  
**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.**, offer the following:  
**1938** Bentley 4½, 42,000 miles only, 4-door saloon by Park Ward, fitted radio, very exceptional car, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 3268.  
**M**ARK VI Steel saloon grey with blue leather, registered autumn, 1948, 20,000 miles; £3,850.  
**R**EADING AUTOMOBILES (WEYBRIDGE), Ltd., 13-15, Caversham Rd., Reading. Tel. Reading 3021-2. (1579)  
**C**HARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—  
**1947** Bentley Mk. VI Standard steel saloon, black, dark blue leather, one owner, 42,000 miles, completely serviced, chauffeur maintained, exceptional condition; £3,550.  
**18**, Berkeley St., W.1. May 6266.

**SERVICE WORKS & STORES, 12, Wellesley Ave., W.6. Riv. 1413.**  
**1937** Bentley 4½-litre Park Ward drop head fourseater, some, excellent history, beautiful condition; £1,685; below.  
**1936** Bentley 4½-litre saloon, by Vanden Plas, very nice condition and very smart appearance; £1,445; below.  
**1935** Bentley 3½-litre drop head Thrupp and Maberly sports saloon, exceptional condition; £1,375.  
**1935** 3½-litre Park Ward Drophead Foursome, leather, large boot, engine overhauled, guarantees two owners, £1,295. Seen—ALPE & SAUNDERS, Providence Court, North Audley A Street, Mayfair 2941. (3838)  
**1934** (Aug.) Bentley 3½-litre saloon, body by H. J. Mulliner, black, grey leather, chassis No. B.89BL, history available, new tyres, magnificent condition.  
**N**OW on view.—McKinnon Motors, Ltd., 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 5404. (3646)  
**1937** Bentley 4½-litre saloon, chassis No. B110JD, engine No. K.4DA, body by Thrupp and Maberly, finished green, inspection and trial by arrangement with the CHESTER ENGINEERING Co., Ltd., Chester. Tel. 2847.  
**1936** Rolls-Bentley by Hooper fourseater d.h. coupe, 1 owner, new condition, any trial.—Frank Dale, 66, Princes Gate Mews Exhibition Rd., S.W.7. Ken. 6960.  
**1936** (Aug.) 4½-litre Vanden Plas saloon, £526 spent with makers (bill shown) since which mileage 2,000-3,000.—Lawton Goodman, 36, North Audley St., W.1. (1288)  
**1936** 4½ pillarless owner driver saloon by Vanden Plas, one titled owner, an exceptional car, almost faultless.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155. (8008)  
**1937** (May) Bentley 4½-litre special 4-door Phaeton 4-light drop head saloon by Thrupp & Maberly, direct from well-known private owner, finished metallic grey, with brand new hood to match, red leather upholstery, wheel discs, one of the most exclusive Bentleys on the road, photograph on request; trade enquiries welcomed.

**MOTORISTS (LONDON), Ltd.**, Great North Rd. & Finchley Station, N.2. Tudor 2301-2. (1453)  
**PRIVATE** owner offers 1937 4½-litre Rolls-Bentley fitted with a most elegant 2-4-seater drop head coupe body by Hoopers, 25-gallon tank with twin filler cap and large enclosed luggage boot; a complete mechanical overhaul was carried out in 1949 since when it has run approx. 12,000 miles; it has just come from the coachbuilders where £485 has been spent on complete body modernisation including repainting, re-upholstering, new hood and rechroming of all parts; 6 brand new tyres and tubes fitted; colour dark grey, black hood and blue leather upholstery; this is a superb example of the highest class of pre-war hand-built motor car and is for sale due to owner's unexpected change of plans; price £2,250 or near offer; available for inspection and trial in London.—Box 7189, or tel. Welbeck 0697. (2968)  
**BENTLEY (other than 3½ & 4½-litre)**  
**R**ED Label 3-litre Bentley in excellent condition; £350 or near offer Tel. Willesden 2420. (4135)  
**61**-litre 1926 Bentley green 2-seater sports, good condition; any reasonable offer considered.—Box 7142.  
**B**ENTLEY 3-litre 1924 Blue Label tourer, mechanically perfect; £35.—Howes, Drome-side Farm, White Cross, Abingdon, Berks. (3653)  
**B**ENTLEY saloon, July, 1935, excellent condition, most attractive Hooper body, moderate mileage; reasonable price, licensed.—Box 7193. (2986)  
**F**OR 3-litre 1936 100mph model Bentley, original low-built two-seater body with pear-shaped radiator, a great deal of money has been spent on this car, which is believed to be unique, but must now be sold for domestic reasons; best offer will be accepted. Write Box 7338. (4495)

## Bentley Cars Wanted

**S**OUR demand is urgent.  
**O**WNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. (0515)  
**C**THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. (0958)  
**A**BENTLEY  
**C**AR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons, S. MEAD, 42, Queen St., Maidenhead, Tel. R 2642. (4222)  
**J. MARSHALL.**  
**W**ANTED, Bentley 3½- and 4½-litres, all types of coachwork, any condition; immediate cash settlement.  
**J. MARSHALL, 869, St. Albans Rd., Watford, Tel. Garston 2369.** (4987)  
**ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube), Ham 6041.**  
**MANN EGERTON & Co., Ltd. (Founded 1899), wish to purchase Bentley Mark VI models immediately.**  
**14**, Berkeley St., London, W.1. Regent 2073. (3940)  
**W**ANTED, pre-war Rolls-Bentley in exchange for 1935 drop head Speed 20 Alvis and reasonable cash adjustment.—Box 7302.  
**U**RGENTLY required, 1948-9 Bentley Mark VI standard saloon, covenant free, low mileage, no dealers.—Robinson, 2, Regent St., Cambridge. (4025)  
**W**E are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, West St., Crystal Palace S.E.19. Tel. 3361. (4607)  
**W**ANTED.—1937-39 Bentley 4½ saloon, reasonable mileage and with good Bentley record essential.—Full details in Allen, 9, Cambray Court, Cheltenham. (3910)  
**RIPRON BROS., Ltd.**, the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). (10067)  
**JACK OLDING, Ltd.**, 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. (3613)  
**C**HARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores, 12, Wellesley Ave., W.6. Riv. 1413. (3835)  
**W**ANTED.—Bentley Mark VI 1947/48, for private gentleman, state condition, mileage and full particulars (no dealers), to—H. Haines, Oxford Road Garage, Witney, Oxon. Tel. Witney 42. (3031)

## Bentley Spares and Service

**JACK BARCLAY, Ltd.**  
**L**ARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.  
**W**ORKS.—Lombard Rd., Morden Rd., Merton, W.S.W.19. Liberty 7222 (8 lines). (0624)  
**W. M. COOPER, Ltd.**, Catherine St., St. Albans 4343.  
**S**PARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. (3622)  
**C**HARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.  
**S**HOWROOMS.—18, Berkeley St., W.1. May. 6266.  
**S**PARE parts  
**S**ERVICE.—12, Wellesley Ave., W.6. Riv. 1413. (8367)  
**C**ENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce models servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464.  
**H. A. FOX & Co., Ltd.**, officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 21A, New Kings Rd., Fulham London, S.W.6. Tel. Renown 3666. (10447)





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Chrysler Cars Wanted

**UTO SALES (LONDON), Ltd.**  
**CHRYSLER** agents will purchase all types of Chrysler vehicles—59-65, Belaire Rd., Swiss Cottage, N.W.6. Tel. 5555.  
**CIMPSON'S MOTORS (WEMBLEY), Ltd.** wish to purchase all models Chrysler. Wembley 3903. 7798  
**ROWLAND SMITH'S**, the Chrysler buyers—Hamstead High St. (Hamstead Tube). Ham. 6041.  
**WANTED**, 1934 Airtow Chrysler or big streamlined Renault. engine immaterial; lowest price.—Box 7300.  
**CHRYSLER** cars wanted, 1939 onwards.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds. 5 Tel. 43405.  
**7-SEATERS** 1937/39/39 Royal-Wimbledon-Dodge, privately owned. Limousines required. Alpe, Providence Court, Grosvenor Square, Mayfair-2941. 11221

## Chrysler Spares and Service

**CHRYSLER** spare parts and engines for all models from stock.—Carmo St. John's Wood Roundabout, N.W.8. Tel. 6141.  
**CHRYSLER** Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2234

## CITROEN

## MARBLE ARCH (WATFORD).

**1936** Citroen 12hp saloon, reconditioned; £365.  
**1937** Citroen 15.9 saloon; reconditioned, £10 tax; £500.  
**1940** Citroen 12hp coupe; £575.

**WE** welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, phone or write.  
**MARBLE ARCH MOTOR SUPPLIES, Ltd.**, Lower High St., Watford, Tel. 4491. 13894

**COOMBS & SONS (GUILDFORD), Ltd.** offer:—

**1949** Citroen saloon, red and red leather, 4,000 miles; £1,175.  
**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford GU1 2QJ. 6307-9. 11331

**H.W. MOTORS, Ltd.**, the Citroen specialists offer:—

**1950** (reg. 1949) 6-cyl. saloon, grey/red; £1,550.  
**1950** (reg. 1949) Light 15 saloon, black/brown leather, 6,500 miles; £1,175.  
**1949** Light 15 saloon, black/beige leather, 11,000 miles; £1,065.  
**1949** Light 15 saloon, maroon/red leather, 19,000 miles; £1,075.  
**1947** Light 15, grey/beige leather; £825.

**1946** Light 15 saloon, black/red leather, 21,000 miles; £750.  
**1940** 6-cyl. saloon, green/green leather; £850.  
**H.W. MOTORS, Ltd.**, Walton-on-Thames 783 and 1437. 11083

**A.C. SERVICE STATION (LONDON), Ltd.**; the Citroen distributors

**1949** Citroen 6-cylinder saloon, black, red leather, immaculate.  
**1949** Citroen Light 15 saloon, grey, red hide, spotless condition, choice of two.  
**NORTH CIRCULAR RD., Stonebridge Park, N.W.10.**  
**Elgar 5585 (5 lines).** 13969

**1948** Citroen 15 saloon, black, low mileage, seat covers, new tyres; £975.  
**F.H. PEACOCK, Ltd.**, 219-221, Balham High Rd., S.W.17, Balham 4401. 12578

**1948** Citroen Light 15 saloon, black with brown interior, 18,000 miles; £925.  
**KENTISH & THOMSON, Ltd.**, 564-566, Wickham Rd., Shirley, Croydon, Spinkpark 3477-8. 13590

**1948** Citroen Light 15 saloon, for Citroen spares service.—Tel. Worthing 71. 15589

**1947** passenger long chassis limousine Citroen 21, face forward seats, division, remarkable condition; £1,750.  
**ADCOL MOTORS, Ltd.**, 150, West End Lane, N.W.6. 13706

**1947** Citroen 15 saloon, black, low mileage, black leather, new tyres, car in very good condition throughout.  
**BRIAN FINGLASS, Bukatti sales & service**, 2, Pembroke Bridge, W.11. Bayswater 3951. After 10, Tel. 4771. 13499

**JOHN S. TRUSCOTT, Ltd.**—See our announcement on J. Specially Selected Bargains page.—173, Westbourne Grove, W.11. Bay. 4274. 14028

**1948** Citroen Light 15, metallic grey, radio, 1937-5.—Wrights Motors, Park Garage, Rickmansworth, Tel. 2214. 14581

**1947** Citroen saloon, sand colour, beige leather, genuine 13,000 miles; £850.—Woking Motor (Maybury Hill), Ltd., Woking 1923. 13980

**1949** Citroen 15 saloon, green, beige leather, 5,000 miles, one owner.—Ripco, Ltd., 16, Albemarle Street, Mayfair, W.1. Regent 2952-4. 14112

**CITROEN** Light 15 saloon, black, 210 tax, reconditioned 1947, 39,000 miles; £235 nearest.—Museum 6971, Mustoe, 7, Goodge Place, W.1. 13191

**1937** Citroen 15hp saloon, one owner since new, in exceptional condition throughout, a most desirable car, £215.—Denham's Garage, Ltd., High St., Esher, Tel. 3560. 14320

**1945** Citroen Light 15 saloon, March, 1935, black, black/red leather, sound mechanical order, brakes just relined, new tyres and battery fitted, special opportunity at the price.  
**LAMDEN MOTORS, Ltd.**, Leighton Buzzard, Beds, Tel. 6041 (5 lines). 400 cars actually in stock. Write for post free catalogue. Hire purchase, Part exchanges. Free delivery. 14040

## Citroen Cars Wanted

**D.C.S.**  
**THE Citroen buyers.**

**DICKS CAR SALES**, 385-401, High Rd., Kilburn, N.W.6. Ma da Vale 6888-9. 18795

**G. NORMAN & Co.**  
**CITROEN** Sole distributors for the County of London

**BUYERS** of low-mileage Citroen cars—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

**H.W. MOTORS, Ltd.**, always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

**ROWLAND SMITH'S**, the Citroen buyers—Hamstead High St. (Hamstead Tube). Ham. 6041.

## Citroen Cars Wanted

**WANTED**, 1948-9 Citroen Light Fifteen saloon, covered front, low mileage, no dealers.—Robinson, 2, Regent St., Cambridge. 14026

**A. FREEMAN, Ltd.**, Grosvenor Garage, require 1949 Citroen six cyl. and light fifteen.—Burnage Lane, Manchester, 19. Tel. 2874. 10877

**1937**—40 Citroen 12-15 urgently wanted; good condition.—Saint, Greendene Farm, Maple-durham, Reading, Kidmore End 2198. 14197

**A.C. SERVICE STATION (LONDON), Ltd.**, purchase for cash all Citroen cars.—North Circular Rd., St. Nebridge Park, N.W.10. Elgar 5585 (5 lines). 16774

**JOHN S. TRUSCOTT, Ltd.**, urgently require Citroens; exceptional prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. 14098

## Citroen Spares and Service

**BALES** of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3151-2. 0187

**G. NORMAN & Co.**  
**CITROEN** sole distributors for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd. S.W.1. Victoria 2211. 10756

**BRING** your used cars to the Citroen specialists; we will recondition as new.  
**THE HEADINGLEY MOTOR & ENG. CO., Ltd.**, 8, Chely Rd., Leeds, Tel. 52627-3. Grams. 77816

**WIDCOMBE GARAGES, Ltd.**, Putney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr. service. 17923

**CITROEN** specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29-30, Elevation Mews, S. Kensington, S.W.7. Western 6974.

**CITROEN**—We are distributors for N.W. Kent and specialise in reconditioning these cars, front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Bexleyheath 725. 0746

**BOWES ROAD GARAGE & ENGINEERING CO., Ltd.**, Bowes Rd., N.11 (Bow. 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr; all spares stocked. 12668

**595** gms.—Cord (May 1939) 40/125hp V.8 West-chester 5-seater saloon with winding division, black, blue cloth upholstery, front drive, I.P.S. automatic steering column gear change, un worn tyres, very carefully used, exceptional condition; terms, exchanges; just open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. 14570

**DAIMLER**  
**CAR MART, Ltd.**

**1949** Daimler 2½-litre saloon, radio, heater, 17,000 miles; £1,895.  
**1949** 50 Daimler 2½-litre coupe, 3,000 miles; £1,975.

**1947** Daimler Straight 8 Windower 7-seater limousine, 15,000 miles; £2,975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. 13454

**TOM GARNER, Ltd.**, offer:—  
**1949** Daimler 2½-litre saloon, black with brown leather, 7,000 miles.  
**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester. 2. Blackfriars 3265-6. 3724

**MONTROE MOTORS** offer:—  
**1938** Daimler 17 saloon, excellent condition; £535.  
**Montroe Motors (N. H. Boswell)**, 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. 14966

**CHARLES FOLLETT, Ltd.**, offer:—  
**1949** Daimler 2½-litre saloon, dark green, green leather, one owner, 5,300 miles, as new throughout and maintained by makers; £1,875.  
**18, Berkeley St., W.1. May. 6266.**

**SERVICE, Works and Stores**; 12, Wellesley Ave., W.6. Riv. 1413. 14125

**GUY SALMON AUTOMOBILES, Ltd.**, offer:—  
**1948** Daimler 27hp owner-driver saloon by Wind-over, 8,000 miles, an outstanding roomy saloon seating 6 to 7 persons in comfort; £2,500.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.

**STRATSTONE, Ltd.**, Daimler Specialists, offer:—  
**1949** Daimler 2½-litre saloon, black, radio, heater; well maintained; £1,895.  
**1948** Daimler 2½-litre saloon, black with brown leather, immaculate; £1,550.  
**1946** Daimler 2½-litre saloon, black with fawn leather, chauffeur maintained, low mileage; £1,295.

**1950** Daimler 27hp saloon by Freestone & Webb, black with fawn leather, radio, heater, 2,000 miles (B.M.T.A. permission); £3,500.  
**1939** Daimler 40/24hp limousine, black with leather throughout, well maintained; £2,950.

**STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404).**  
**S. Service**; 7, Herbrand St., Russell Square, W.C.1. (Temple 7844). 14064

**17** hp Daimler sunshine luxury saloon, superbly maintained, 1938 series, black; £495.  
**WADCOL MOTORS, Ltd.**, 150, West End Lane, N.W.6. Hampstead 1177. 13705

**1946** 2½-litre Daimler saloon, in grey and blue, small mileage, an attractive car.  
**LANCEFIELD COACHWORKS**, Wrenfield Place, Herts. St., W.10. Leudrove 2951. 14461

**DAIMLER** saloon car E. 20hp, 1937, as new, ideal job; offers over £650.—19a, Richmond Rd., Ilford 3548.

**1936** Daimler 15hp 2-door saloon, excellent condition; £400.—Reid, Loomwood, Radlett, Herts. 14461

**1948** Daimler Straight 8, Freestone & Webb touring limousine, small mileage, excellent condition.  
**JOSEPH COCKSHOOT & Co., Ltd.**, Manchester, 3, Deansgate 6611. 14507

**1938** Daimler 2-litre saloon, black; £750.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. 13909

**1949** (Aug.) Daimler 2½-litre saloon, black, red leather.—Ernest Sutton, Cleve Hill 35 (Cheltenham) Tel. enquiries only please. 13986

**1945**—1936 Daimler LQ24 limousine by Windover, 7-seater, division, immaculate condition.—Barnstons, 180-184 West End Lane, N.W.6. Hampstead 6430. 14316

## DAIMLER

**SPINK (BOURNEMOUTH), Ltd.**, engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

**DAIMLER** House, Bournemouth. Tel. 5405 10544

**L. F. DOVE** offer 1948 (Dec.) Daimler 2½-litre drop head coupe, radio, one owner, show condition, 16,000 miles; £1,495.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. 14376

**1939** Daimler 2½-litre, 52,000 miles, mechanically excellent, body serviceable, 4 years present owner, his third Daimler; £625; seen London.—Logg, Southover Colgate, Horsham, Tel. 14509

**1949** Daimler 2½-litre saloon, black, low mileage and terms.—Swannore Garage 1176, Christchurch Rd., Boscombe, Tel. Southbourne 1022. 13738

**DAIMLER** (reg. 15 May 1950), £10 tax only, light 23,319 miles genuine, only two careful users, £650, offer.—Kings Motors, 1, High St., Hounslow, Tel. 3533.

**1945** Daimler 2½-litre de luxe saloon, 8,000 miles, immaculate; 5 months' guarantee; hire purchase, exchanges.—Lambs of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. 14298

**1936** Daimler 24hp, partition, widest occasional forward seats, superlative condition, black; £630. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. 13843

## Daimler Cars Wanted

**THE CAR MART, Ltd.**, wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. 10959

**DAIMLER** immediately for good Daimler.—H. F. Edwards, 28, Upper High St., Epsom 9400. 14298

**ROWLAND SMITH'S**, the Daimler buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. 11032

**DAIMLER** cars.—Upper St. Martin's Lane, W.C.2. Tem. 5588. 14246

**1936** Daimler Modern 24hp-32hp urgently required. L. Cash. Details please.—Alpe & Saunders Providence Court, Grosvenor Square, Mayfair-2941.

**1948** Daimler wanted, 24hp E.L. type limousine; 1222 full particulars.—Finland, Ltd., 213 Wilmsholme Rd., Rusholme, Manchester, 14. Tel. No Rusholme 2894. 19678

**DAIMLER** Spares and Service  
**ARCOT MOTORS, Ltd.**

**ARCOT MOTORS, Ltd.**,—Preslector gear boxes, exchange and repairs.—169, Fulham Rd., S. 10236

**SPECIALISED** Daimler gear box service, all types S quick deliveries, guaranteed work, spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. 10143

**DAIMLER** and Lanchester spares.—Large stocks of spares for most models; specialists in spares unit, gaskets, etc. for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

**DAIMLER** Spares and Service  
**SELBORNE (MAYFAIR), Ltd.** (Incorporating Selborne Motors, Ltd., established 1926)  
**RAPID** repair and parts for Daimler

**SOLE** concessionaires for Great Britain etc  
**HEAD** office, 82, Park St., W.1 16493

**WE** buy, sell and repair Daimlers.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. 11099

**DELAHAYE**  
**SELBORNE (MAYFAIR), Ltd.**

**1949** model 135M, Delahaye sedan drop head coupe in superlative condition  
**45**, South Audley St., W.1. 12931

**KEVILL-DAVIES & MARCH, Ltd.**  
**1937** Delahaye 27hp 2-door saloon, black.

**41/42**, Hay's Mews, Berkeley Sq., W.1. Tel. Grosvenor 2565. 14253

**1949** Delahaye Foursome drop head coupe, 5½-litre, entirely new condition.—R. Hunt, Woodhall Spa, Lincs. Woodhall Spa 2153. 19751

**DAIMLER** Cars Wanted  
**CHIPSTEAD MOTORS, Ltd.**, Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 9052. 11637

**DAIMLER** Spares and Service  
**SELBORNE (MAYFAIR), Ltd.** (Incorporating Selborne Motors, Ltd., established 1926).

**SOLE** concessionaires for the famous Delahaye cars  
**U.S.A.** and other overseas enquiries invited  
**HEAD** Office: Regional House, 82, Park St., W.1. 12407

**D.K.W.**  
**B. & M. GARAGES, Ltd.**, offer:—

**1938** D.K.W. 4-seater fabric cabriolet, red.  
**1938** D.K.W. all-metal drop head coupe, in cream and black.

**B. & M. GARAGES, Ltd.**, for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877. 10016

**D.K.W. Spares and Service**  
**NEW** big-ends and mains fitted to D.K.W. crankshafts

**F. SMITH & Co.**, 83-85, St. John's Hill, Clapham Junction, Bat. 0871. 10066

**DODGE** Spares and Service  
**DODGE** specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Huddersfield, Essex, Tel. 58474/57127. 10192

**DODGE** specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2234. 10362



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FIAT

## DICKS CAR SALES, offer:—

- 1939 Fiat 500 four-door coupe, very attractive car, in grey. £345.—Below.  
 1939 Fiat 500 coupe, 50 mps; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.12. Tel. 4491. (3486)

## CLAND &amp; TABOR, Ltd., offer:—

- 1939 Fiat cabriolet 500, not yet run in after complete overhaul; £335.  
 APPLY Welwyn 461.

## CHIPSTEAD MOTORS, Ltd.—See Sports Cars column.

- FIAT 500 coupe, black, 1937, one previous owner, good condition, tyres and battery, bargain; £200.—Tel. Wansstead 7609. (4161)

FIAT 1939 500 coupe, probably best condition car of this type available; £395.—Bartlett, 27A, Pembroke Villas, W.11. (9411)

- 500 coupe, 1938, £80 overhaul, rebore, etc., bills shown, tyres nearly new, spare unused, very smart; £285.—Tel. Putters Bar 4709 after 6 p.m. (4192)

C. V. RUSHMER, The Fiat Specialists, fully reconditioned and guaranteed models available, only first-class examples offered.—39, Holland Park, W.11. Park 5731. (3304)

MAYFAIR GARAGES, Ltd.—March, 1940 1100 long chassis 4-door parallel 6-light saloon, two-tone grey and black with grey hide upholstery, exceptionally roomy car in well preserved condition throughout; £465.—Below.

MAYFAIR GARAGES, Ltd.—April, 1938 1100 4-door fixed head pillarless saloon, grey with blue leather upholstery, good tyres, spot light, excellent condition; £425.—Below.

MAYFAIR GARAGES, Ltd.—1940 model 500 de luxe convertible coupe, reconditioned beige with leather upholstery and new hood, main and trimmings to match, fully reconditioned, bench tested engine, extremely smart car, completely reconditioned back to an almost new condition; £395.—Below.

MAYFAIR GARAGES, Ltd.—Late 1939 500 de luxe full 4-seater convertible saloon, two-tone metallic blue with leather upholstery to match, new hood, good tyres, carefully maintained, very smart car in exceptional condition; £365.—Below.

MAYFAIR GARAGES, Ltd.—August, 1939 500 de luxe full convertible coupe, all black with red leather (original paintwork) one owner since new, carefully maintained in outstanding mechanical condition; £365.—Below.

MAYFAIR GARAGES, Ltd.—June, 1938 500 de luxe convertible coupe, blue leather upholstery, bumpers, excellent condition; £250.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 convertible coupe, blue, in very good condition but not overhauled; £185.—Below. All the above carry three months' guarantee.

MAYFAIR GARAGES, Ltd.—Descriptive list and copy of Autocar Road Test Report on request.—Below.

MAYFAIR GARAGES, Ltd.—Fiat sales and service.—Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 5104-5. Open 9-6, Saturday 9-12. (3524)

## Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0935)

CASH immediately for good Fiat.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (4291)

MAYFAIR GARAGES, Ltd., sell more pre-war Fiats yearly than any firm in the country, so are always ready cash buyers of all models.—Below.

MAYFAIR GARAGES, Ltd., also require neglected Fiats for reconditioning; send brief particulars and price required.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges clock), Mayfair, W.1. Mayfair 5104-5. (3524)

FIAT Spares and Service  
 FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.12. Tel. Say, 1624.

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole agents for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 2531. Grams: Fiat Wembley. (0909)

B.D.J. (ENGLAND), Ltd., offer exchange engines, fitted same day, own engine reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow, Byr. 1818. (0325)

## FORD (8 h.p.)

BROWNS for Fords.  
 1938 Ford 8hp saloon de luxe, excellent condition, reconditioned engine being fitted; £515.—Browns Garage Loughton (Essex) 4119 (Tube). (9769)

## PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.  
 PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone Harrow, Middlesex. (0099)

## MARBLE ARCH (WATFORD).

1947 Ford Anglia; £495.

WE welcome part exchanges: cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Tel. 4491. (3889)

## P. (BALHAM), Ltd., offer:—

385 gns.—1942-3 Ford 8 Anglia saloon, reconditioned engine, any trial.—2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. (0000)

## S. G. SMITH (MOTORS), Ltd., offer:—

1949 Ford Anglia, 14,000 miles, truly a beautiful motor car; £535.  
 S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22, New Cross 4444. (3521)

## DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford Anglia saloon, black, 6,000 miles, choice of two.  
 56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alpert, Middlesex. Perivale 3588; and 8 and 12, Sangleys Rd., Catford, S.E.6. Hither Green 4821. (3439)

## FORD (8 h.p.)

FORD 8, 1936, clean condition; £170.—14, Lytton Close, Northall, Middx. (3676)

145 gns.—Ford 8 saloon, good condition.—Autoships, Balham High Rd., Balham 1509. (4049)

1949 Ford Anglia, beige, red upholstery, 11,000 miles, one owner, carefully used.  
 EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (2880)

£155.—Ford 8 (registered December, 1935) saloon, good tyres, very good condition, taxed.  
 ABBEY AUTOS, rear of 44-46, Chase Side, Southgate, N.14 (near Tube), Palmers Green 4540. (3991)

1933 Ford 8 4-door de luxe saloon, very good specimen of an old car, taxed; £145.  
 TIMMS MOTORS, Colindale Rd., Upper Richmond Rd., S.W.15, Tel. Putney 3953-4. (4149)

1948 Ford Anglia, 26,000 miles, black, insured to June, 1951; £325.—Tel. Palmers Green 4769. (4149)

1937 Ford 8, reconditioned engine, good tyres all round; £185.—Smiths Car Sales, 70 and 72, Balham High Rd., S.W.12, Tel. Balham 2127. (4322)

1949 Ford 8 4-door saloon, good tyres, clean and low mileage, all guaranteed; also earlier models. (5367)

1947 Ford Anglia saloon, one owner, low mileage, black, very genuine car; £495; also selection of 1938 Ford 8 saloons, reconditioned and reconditioned; £375.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Glia. 2234. (3570)

1946 Ford 8 Anglia saloon, good tyres, clean and very sound; from £440.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (4052)

CASH waiting for good Ford 8 saloon not before 1936.—Tel. Gra. 2530. (1461)

PRIVATE gentleman requires Ford Anglia. Tel. Seven 4444. (3432)

REQUIRE post-war Ford 8 urgently.—30 Ryecroft Rd., S.W.16, Tue. Hill 1288 (day). (9710)

ROWLAND SMITH'S, the Ford 8 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. (0935)

CASH buyers of low mileage Ford 8; distance no object.—Hastons, Lord St., Southampton, Tel. 2268.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, W.1. Regent 4866. (0588)

1939-1949 Ford 8 saloon urgently required.  
 TOTTENHAM, N.15, Sta. 2232 and 0464. (491)

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (3134)

## FORD (10 h.p.)

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (9314)

1947 Ford Prefect saloon, colour grey, cloth upholstery; £625.

1949 Ford Prefect, saloon, colour beige, cloth upholstery, mileage 11,000; £775.

1946 Ford Prefect Saloon, colour metallic blue, red leather upholstery; £600.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (9314)

## BROWN'S for Fords.

1939 Ford Prefect 10hp drop head foursome coupe, immaculate condition; £365.

1938 Ford 10hp saloon de luxe, exceptional condition; £350.—Brown's Garage, Loughton (Essex) 4119. (Tube). (2348)

## ROUNDABOUT offer:—

1948 Ford Prefect, 18,000 miles, colour grey; £695.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Wuxlow 1071-5. (2029)

## PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.  
 PHONE Harrow 1031 for details.

## W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone Harrow, Middlesex.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (3987)

PRIDE & CLARKE, Ltd., 1949 Ford Prefect saloon, black, leather upholstery, 6,000 miles, as new, £789; terms, 18-24 months; exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. (4395)

H. A. SAUNDERS, Ltd., offer:—  
 1949 Ford 10 Prefect saloon, black with brown cloth upholstery, 897 miles; £815.

H. A. SAUNDERS, Ltd., Austin House, High Rd., Hillside 0024. (100 yds north of Tally Ho! Corner). (4213)

## CHARLES RICKARDS, Ltd., offer:—

1949 (Nov.) Ford Prefect saloon, green with brown leather, 1 owner since new, genuine mileage 6,489, absolutely as new; £785.

1949 (Nov.) Ford Prefect saloon, black with cloth upholstery, careful owner since new, genuine mileage 6,243, faultless condition; £765.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station), Tel. Paddington 1820. (3732)

S. G. SMITH (MOTORS), Ltd., offer:—  
 1947 Ford Prefect, leather, 17,000 miles; £610; 5c other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22, New Cross 4444. (3521)

H. A. SAUNDERS, Ltd.—1949 Ford Prefect saloon, 13,000 miles, one owner; £750.—Below.

H. A. SAUNDERS, Ltd.—1949 Ford Prefect saloon, 2,500 miles, one owner; £795.—Austin House, Hillside 0024. Golders Green Rd., N.W.11. Speedwell 0011.

1949 Ford Prefect, Sept., heater as new; £750.—Farish, Culloch, Dalbeattie, Scotland. (3739)

## FORD (10 h.p.)

ALAN TAYLOR MOTORS, Ltd., offer:—  
 1948 (October) Ford Prefect saloon, leather upholstery, low mileage; £685.

1948 (June) Ford Prefect saloon, cloth upholstery, excellent condition; £650.

1948 (September) Ford Prefect, cloth upholstery, low mileage, excellent condition; £650.

1949 (March) Ford Prefect saloon, cloth upholstery, as new; £785.

HIGH ST., Wandsworth, S.W.18. Putney 6431 (4 lines). (3260)

COOMBS & SONS (GUILDFORD), Ltd., offer:—  
 1949 Ford Prefect, colour green, 4,000 miles; £775.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8. (1330)

DAGENHAM MOTORS, Ltd., Ford main dealers.  
 1949 Ford Prefect black/cloth, 800 miles.

1949 Ford Prefect, black/tawn cloth, 1,400 miles.

1949 Ford Prefect, brown/hide, 3,000 miles; choice of two.

1949 Ford Prefect beige/red hide, 7,000 miles.

1949 Ford Prefect green/brown hide, 10,000 miles.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alpert, Middlesex. Perivale 3588; and 8 and 12, Sangleys Rd., Catford, S.E.6. Hither Green 4821.

1947 Ford Prefect, black, cloth, very clean; £565.

F. H. PEACOCK, Ltd., 219 and 221, Balham High Rd., S.W.17, Tel. Balham 4401. (4429)

1939 Ford Prefect tourer, good throughout, curtains, good tyres.—Box 7039. (4157)

1947 Ford 10 saloon, black, as new throughout; choice of two from £575.—Below.

1939 Ford 10 4-door saloon, black, just reconditioned in excellent condition throughout, any trial; £425.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (4454)

£250.—Ford 10 1937 sal., in excellent mechanical order, original cellulose, many others.

BARNES MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube). (3671)

1949 (August) Prefect, 9,000 miles, black, red leather, perfect condition, £765; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. (4227)

1100 miles; Ford Prefect, finished in mist green, with cloth upholstery; £785; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St. (off the Moor), Sheffield, 1. Tel. 24687. (4429)

1948 Ford 10hp Prefect de luxe saloon, 17,000 miles, one owner, immaculate; £600.—Turner, Mountview 8758.

1949 Ford Prefect sal., green, 7,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (3772)

ARCHIE SIMONS & Co., Ltd.—Ford Prefect, reg. Feb. 1949, immaculate condition; £675.—34, Gt. Portland St., W.1. Lan. 1343. (4017)

1949 Ford 10 Prefect saloon, 5,000 miles, quite like new.—Aulworth (Winchester). Ltd., Tel. Winchester 4834-3406. (2819)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Ford Prefect saloons, low mileage, all guaranteed. (7354)

1949 (August) Ford Prefect saloon, 7,500 miles, black, one private owner; £770.—Lee, 1, The Terrace, Richmond, Tel. 4811. (3906)

1937 Ford 10 4-door, all original, perfect condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. (9836)

1937 Ford 10 4-door saloon, good tyres all round; £1165.—Smiths Car Sales, 70 and 72, Balham High Rd., S.W.12, Tel. Balham 2127. (4323)

1949 Ford Prefect, low mileage, as new; £675.—Barnes Garage, 515, Finchley Rd., Hampstead N.W.3. Hill 1627. (1855)

FORD 10 tourer, 1935, excellent condition, perspex screens, oil gauge, recon. engine, etc.—7, Wickhurst Lane, Broadbridge Heath, Horsham, Sx. (3628)

£135.—1937 Ford 10, tyres and engine good, colour work requires attention.—Monahan Motors, 594, London Rd., Thornton Heath 5081. (4467)

1949 Ford Prefect saloon, latest type, leather upholstery, 1949; £775; also 1938 Ford 10 saloon, 4 door, very clean and in excellent running order; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Glia. 2234. (3570)

1949 (Nov.) Ford Prefect, low mileage, black, beautifully kept; £760.—Bridge Motors, Church St., Rickmansworth. Tel. Rickmansworth 2562. (4273)

1939 Ford Prefect 4-door saloon, beautiful condition; £395.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (4056)

5400 miles.—1949 (Nov.) Ford Prefect saloon, black, brown leather.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please). (3598)

1946 (June) Ford 10 Prefect 4-door saloon, leather, low mileage, original condition, almost as new, taxed; £567/10.—348, King St., Hammersmith, Riverside 2837/8. (4091)

WALTER SCOTT, Ltd.—1949 Ford Prefect, black, 11,000 miles, as new; £750; exchange, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Pri. 5914. (1259)

1949 (Nov.) Ford Prefect saloon, 8,000 miles only, finished in black, brown leather, one private owner, taxed December, as new throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., Finchley Station, N.3. Tudor 2301-2. (4447)

1949 Ford 10 Prefect, choice of two, brown leather upholstery, 4,500 miles, green leather, upholstery, 5,000 miles; £765.—Metro Motors, Rickmansworth, Ltd., Tel. 2054. (4406)

575 gns.—Ford Prefect (March) 1947 10hp 4-door saloon, black, brown leather, one careful owner, exceptional condition; taxed, terms, exchanges; list, open 9-7 weekdays and Saturdays.—Round Smith, Hampstead (Hamstead Tube). Hampstead 6041. (4350)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD (10 h.p.)

**BRITISH ELECTRICITY AUTHORITY** have for disposal the undermentioned used vehicle, which may be inspected at the Authority's garage, 37, Weymouth Mews, W.1. Tel. Langham 1791.

**1947** Ford Prefect 4-door saloon, black, brown leather, excellent condition throughout.

**WRITTEN** offers are invited and should be made not later than December 16, 1950. [4495]

**1947** Ford Prefect saloon, black, leather upholstery, one owner, low mileage, spotless, excellent condition taxed: £595.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3779. [2042]

**1948** (Dec. 1947) Prefect, cloth upholstery, condition as new, 6,700 miles only. Automobile Association report available; £605, delivered London. Freight and duty paid.—Jackson's Garage, Palmira Rd., St. Helier, Jersey, C.I. Central 2640. [1417]

## Ford Ten Cars wanted

**COWLEY MOTORS** require a low mileage Ford Prefect.—Tel. Valentine 1066. [3797]

**ROWLAND SMITH'S**, the Ford 10 buyers.—Hamptstead High St. (Hamptstead Tube), Ham. 6041. [0935]

**CASH** buyers of low mileage Ford 10s; distance no object.—Huttons, Lord St., Southampton. Tel. 2201. [1949]

**1949** Ford 10 Prefect saloon required.—Turnbull, Ross House, Station Hill, Winchester. [2846]

**NEED** post-war Ford 10 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [3712]

**MARSTON MOTOR CO., Ltd.**, for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [17000]

**W**ish to purchase small mileage Ford 10 new type saloons.—Brown & Maitland, Ltd., Blackpool. Tel. 22322. [1886]

**DAGENHAM MOTORS, Ltd.**, main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156]

**1939**—1949 Ford 10 saloon urgently required.—Richard France Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4916]

**RAYMOND WAY**, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [15660]

## FORD (V.8)

**HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [2859]

**1948** Ford Pilot saloon, colour black, brown leather, Pyc radio, mileage 15,000; £950. Pilot, colour blue, blue leather, mileage 17,000; £965. [1949]

**W**. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [2859]

**CAR MART, Ltd.**

**1949** Ford Pilot saloon, leather, radio, heater, 4,000 miles.—Car Mart, Ltd., 150 Park Lane, Euston Rd., London, N.W.1. Euston 1212. [19891]

**H. A. SAUNDERS, Ltd.**, offer:—

**1949** Ford V.8 Pilot saloon, black with brown leather upholstery, radio, jackalls, etc., 2,000 miles. [1949]

**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds. north of Tally Ho Corner), Hillside 0024. [4207]

**PHILIP RICKARDS, Ltd.**, offer:—

**1949** Ford Pilot, black/brown, heater, radio, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [4107]

**KEVILL-DAVIES & MARCH, Ltd.**

**1949** Ford Custom built convertible, left-hand drive, grey, fawn upholstery, low mileage, first-class condition. [1949]

**41** Grosvenor 2563, Berkeley Square, W.1. Tel. Grosvenor 2563. [4261]

**WARWICK WRIGHT, Ltd.**, offer:—

**1949** Ford V.8 Pilot saloon, black, fawn cloth, radio and heater, 12,000 miles; £1,095. [4223]

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 949. [4223]

**JOHN S. TRUSCOTT, Ltd.**, for Ford Pilots.

**1948** (Nov.) saloon, blue, blue leather, radio, etc., 12,000 miles by one owner; £925; exchanges, deferred terms. [4097]

**173** Westbourne Grove, W.11. Bay. 4274.

**DAGENHAM MOTORS, Ltd.**, Ford main dealers. [4097]

**1949** Ford Pilot green/brown hide, radio, 6,000 miles. [4097]

**1948** Ford V.8 Pilot, black/brown hide, 14,000 miles. [4097]

**56** Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middlesex. Ferriave 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [4097]

**1949** Ford 30hp Pilot saloon, leather, radio, heater; £1,025. Also [4097]

**1937** Ford V.8 30hp 7-seater utility, reconditioned; £475. [4097]

**GEORGE NEWMAN & Co.**, 369, Euston Rd., N.W.1. Euston 4466. [4136]

**1950** Ford Custom 8 4-door saloon, 2,000 miles, colour blue.—Syd Abrams, Ltd., M.C. Bro. [1634]

**GORDON CARS (LONDON), Ltd.**—1949 Ford Pilot 8 saloon, blue, leather heater, radio, 12,000 miles.—Below [1634]

**GORDON CARS (LONDON), Ltd.**—1948 Ford Pilot 8 saloon, blue, leather, radio.—Gordon House, 375, Euston Rd., N.W.1. Euston 4466. [1634]

**1949** Ford V.8 30hp saloon 1937, 1950 engine, guaranteed; £1,175.—209, Northolt Rd., South Harrow (Station). [4228]

**1949** Ford Pilot de luxe, finished in black with leather, 7,000 miles; £1,050; terms, exchanges. [4228]

**MASON BROTHERS (MOTOR SHOWROOMS)**, 151-153, Fitzwilliam St. (off the Moor), Sheffield. [4496]

**£365**—Ford V.8 30hp 4-str saloon, stored many years, impeccable condition, 1937, built-in radio, Rimelishers, Notek 4-light, grey and red, tartan interior, special close-coupled body, large boot.—Meadway 1777. [4006]

**HILLWOOD MOTORS**—1948 Ford Pilot a car with unsurpassed performance, a supreme riding comfort, one owner, fitted heater, leather upholstery; £935. [4006]

**565-7-9 Watford Way Mill Hill Circus, N.W.7. Mill Hill 4232.** [3241]

**1949** series American Ford Customs 4-door saloon, 7,000 miles only, magnificent vehicle. [2566]

**1949** Ford V.8 Pilot saloon, leather upholstery, wireless, heater, price £1,000.—40, Grosvenor Gardens, Westminster, Tel. Westminster 3465. [4264]

**FOR** sale, 30hp V.8 Ford coupe, in excellent condition, black, 34,000 miles, very good appearance. [1625]

**Apply** P. B. Watts, 15, Market Place, Doncaster. [1625]

**7000** miles; 1949 (July) Ford Pilot saloon, black, brown leather, radio, heater.—Ernest Sutton, Ceeve Hill 95 (Cheltenham). (Trade enquiries only please.) [3593]

**1939** Ford V.8 30hp 91A black 4-door saloon, one owner since new, superb condition, new tyres, genuine bargain; £395.—A. E. Palmer Motors, Ltd., 12, Church St., London 4212. [3594]

**Ford V.8 Cars Wanted**

**I** REQUIRE post-war Ford V.8 immediately.—21, Kirk-stall Rd., S.W.2. Tulse Hill 1288 (day). [3711]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, urgently require all model Ford V.8s.—Wembley 3903. [9143]

**ROWLAND SMITH'S**, the Ford V.8 buyers.—Hamptstead High St. (Hamptstead Tube), Ham. 6041. [0935]

**COWLEY MOTORS** require a low mileage Mercury.—106, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [3581]

**BRITISH & COLONIAL MOTORS, Ltd.**, require good Ford Pilot cars.—Upper St. Martin's Lane, W.C.2. Tel. 558. [4046]

**DAGENHAM MOTORS, Ltd.**, main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156]

**JOHN S. TRUSCOTT, Ltd.**, urgently require Ford Pilots; exceptional prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [4100]

**UTILITY—FORD OR OTHER BODIES**

**DICKS CAR SALES** offer:—

**1945** Ford 30hp utility, full 8-seater body, fitted radio; £495. [4387]

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maids Vale 6888-9. [4387]

**1942** Ford 10hp Martin Walter Utilecon 10cet 7-seater, in perfect order, one owner; £434. [4384]

**1939** Ford genuine utility V.8 30hp, new engine this year, resprayed and grained; £500 or near.—Ring West Malling 3141 (Kent). [4456]

**1949** Ford 30hp Martin Walter Utilecon, 7,000 miles, many extras, exceptionally smart; £535, or near offer.—Tel. Staines 749. [4491]

**1948** first reg. (October) Ford Mercury utility, excellent condition; £495.—Jacquier, Ltd., 225-7, Hammer-smith Rd., W.6. Riverside 6677-8. [3594]

**1949** Ford 10hp, fitted with superbly built timbered body by well-known body builders, vehicle virtually unmarked; £675; trade enquiries invited; terms, exchange.—B. Motors, 1,468, High Rd., Whetstone, London, N.20. Hillside 6671-2. [3358]

**Ford Utility Cars Wanted**

**FORD** 8, 10 and 30hp utilities wanted from 1936 onwards. [1936]

**GEORGE NEWMAN & Co.**, 369, Euston Rd., London, N.W.1. Euston 4466. [5237]

**ROWLAND SMITH'S**, the Ford utility buyers.—Hamptstead High St. (Hamptstead Tube), Hamptstead 6041. [0935]

**FORD MISCELLANEOUS**

**GODFREY DAVIS, Ltd.**

**FORD** main dealers.

**ALWAYS** open.

**SELECTION** from our stock. Write for full list.

**GODFREY DAVIS, Ltd.**, Neasden Lane, N.W.10. G. gadstone 8474. [3209]

**DICKS CAR SALES** offer:—

**1949** Ford 10 saloon, leather upholstery, 5,000 miles only; £775.—Below [4275]

**1949** Ford 30 saloon, carefully used, really as new; £595. [4391]

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maids Vale 6888-9. [4391]

**TANKARD & SMITH, Ltd.**, offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—King's Rd., S.W.5. Tel. Fax 4601-3. [0378]

**1947** genuine American Ford super 4-door sedan de luxe, one previous owner, condition as new, many extras, last word in luxury; bargain £1,075 for quick sale.—Day, Beckenham 6977, evening Orpington 3935. [19748]

**Ford Miscellaneous Cars Wanted**

**R**OWLAND SMITH'S, the Ford buyers.—Hamptstead High St. (Hamptstead Tube), Ham. 6041. [0935]

**W**ARWICK WRIGHT, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7754]

**FORDS** wanted.—Smith's, 86 Chalk Farm Rd., N.W.1. Gul. 2767. [0923]

**CASH** immediately for good Ford.—H. F. Edwards, 28, Upper High St., Epsom 920. [4299]

**APPROACH** us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Faxman 4601-3. [13715]

**UTON MOTOR CO., Ltd.**, Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [10042]

**Ford Spares and Service**

**NORMAND, Ltd.**

**H**AVE your car serviced by the experts.

**S**ATISFACTION guaranteed.

**NORMAND, Ltd.**, 405-9, King St. W.6. Riv 3665. [10038]

**FINSBURY and Islington.**

**M**AIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464

## Ford Spares and Service

**F. H. PEACOCK, Ltd.**

**COMPREHENSIVE** stock of spares for all Ford and Fordsons; ignition and door lock keys despatched by return.

**219**—221, Balham High Rd., S.W.17. Tel. Balham 4401; also at [0406]

**FORD** Rd. Folkestone 51222.

**ALLAN TAYLOR (MOTORS), Ltd.**

**H**IGH St., Wandsworth, S.W.18.

**M**AIN Ford dealers.

**L**ARGE stocks of genuine Ford parts.

**P**UTNEY 6431 (4 lines). [0314]

**FRANK G. GATES, Ltd.**, High Rd., Woodford Green, Tel. Wandsworth 2235. Main Ford dealers; service and all spares. [0095]

**ALDARDS MOTORS, Ltd.**, 43-45, Acre Lane, London, S.W.2. (Brixton 6431), main Ford dealers; service and all spares. [0110]

**FORD** Rd. guards, running boards, 1933-46.—Brooks, 5 and 6, Frederick Place, Brighton, Brighton 21147. [0383]

**YOUR** Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cuckfield, N.W. Wickstone 0570. [0281]

**FRAZER NASH**

**ANTHONY CROOK** offers: 1950 (November) Milla Miglia 2-seater streamlined Frazer Nash, actual car shown at Motor Show, specially finished and complete with hood and all extras, just delivered by us but owner, unable to use and forced to change to saloon due to health reasons, B.M.T.A. consent to sell, immediate delivery; 1949 Frazer Nash Le Mans replica 120mph 2-seater, as so successfully raced by Anthony Crook last season (numerous successes included fastest lap (tie) of all British cars in Silverstone Production car race, fastest lap last Castle Combe 2-litre sports race, etc., third tourist trophy race up to 2 litres); other successes Goodwood, Blanford, Shelsley, etc.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey, Tel. 2232/3. [3479]

**Frazer Nash Cars Wanted**

**ROWLAND SMITH'S**, the Frazer Nash buyers.—Hamptstead High St. (Hamptstead Tube), Ham. 6041. [0935]

**FRAZER NASH-B.M.W.**

**ANTHONY CROOK** offers for sale his own highly successful 328 115mph 2-seater, as successfully raced, placed or won practically every event ever entered, only owners E. M. Thomas and Anthony Crook, complete history from new, also a fully streamlined post-war 2-seater.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey, Tel. 2232/3. [3479]

**Frazer Nash-B.M.W. Cars Wanted**

**ROWLAND SMITH'S**, the Frazer Nash-B.M.W. buyers.—Hamptstead High St. (Hamptstead Tube), Ham. 6041. [0935]

**HANSA**

**£325**—Hansa 16hp 4-door saloon, a most attractive car with an outstanding performance, well maintained, £80 recently spent on overhaul.—Brevet Fly-Club, 11, Chesterfield St. W.1. Gro. 1353. [4223]

**HEALEY**

**BROOKLANDS.**

**HEALEY** distributors for London

**H**AVE for demonstration and early delivery the speed drop head 4-str. coupe by Abbott of Farnham.

**1949** LSO 2-door 4-str. sports saloon by Telford; particulars available on request.

**1949** Healey Silverstone sports 2-str., blue, beige leather, mileage 1,900, immaculate throughout.

**1949** Healey sports saloon, maroon, red leather, speedometer reading, 10,000 miles.

**1948** Healey sports saloon, black leather, exceptional condition throughout.

**103** New Bond St., London, W.1. Tel. Mayfair 3581/6. [3377]

**1948** Healey 4-seater roadster, 12,000 miles only, perfect order; £1,150.—Tel. Seaford 2620. [14516]

**1949** Healey Silverstone; see advertisement under Sports Cars.—B. Webb Ware 25 Camden Hill Gate, Kensington, W.8. [4175]

**1949** Healey 2.4-litre fourseam road head coupe by Duncan, green beige leather, 12,000 miles, £1,495.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [13507]

**1950** Healey Silverstone, specially tuned high compression engine, successfully raced by Edinburgh enthusiast, being third to two Grand Prix Maseratis at last Scottish Road Race, 5,000 miles, immaculate; £1,285.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey, Tel. 2232/3. [3478]

**Healey Car Wanted**

**J. H. BARTLETT**—Healey saloon, tourist or Silverstone models wanted.—27a, Pembroke Villas, W.11. [19310]

**HILLMAN 10**

**W**ARWICK WRIGHT, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7754]

**1948** Hillman Minx Mark II, mileage 15,000, colour black, leather and cloth upholstery, (taxed for year: £760).

**W**ARWICK WRIGHT, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [19310]

**CAR MART, Ltd.**

**1949** Hillman Minx saloon, Phase III, 8,000 miles; £925.—Car Mart, Ltd., 150 Park Lane, W.1. Grosvenor 3434. [19891]

**OVERSEAS CARS, Ltd.**

**1947** Hillman Minx saloon, stone; £695.—For other Overseas Cars' bargains see page 41.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge S.W.3. Tel. Kensington 7475. [1396]

**WIMBUSH** for Hillmans.

**1949** Minx saloon, Phase IV, green with brown leather trim, moderate mileage, very good condition; £895; also a similar Phase III model, in excellent condition; £555.—R. C. Whitlock, Ltd., 312, Fairs Court Rd., London, S.W.5. Fremantle 8401. [14225]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- MONTROE MOTORS** offer:—  
**1948** Hillman 10 drop head coupe; £765.—Montroe Motors (N. H. Boswell), 97, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [2482]  
**MARBLE ARCH (WATFORD).**
- 1947** Hillman Minx; £695.  
**1939** Hillman Minx saloon; £395.
- W**elcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, phone or write.  
**MARBLE ARCH MOTOR SUPPLIES, Ltd.,** Lower High St., Watford, Tel. 4491. [3388]
- CLAND & TABOR, Ltd.,** offer:—  
**1939** Hillman Minx saloon, black, low mileage, red leather, exceptional condition; £365.  
**APPLY: Welwyn 481.** [3918]
- WARWICK WRIGHT, Ltd.,** offer:—  
**1947** Hillman 10hp estate car, moorland grey, brown leather, 4,000 miles; £795.  
**1948** Hillman Minx 10hp saloon, grey, blue leather and cloth heater, 10,000 miles; £825.  
**1949** Hillman Minx 10hp saloon, pastel green, brown leather, 72,000 miles; £935.  
**WARWICK WRIGHT, Ltd.,** 150, New Bond St., W.1, Mayfair 9761. [4420]
- CHARLES RICKARDS, Ltd.,** offer:—  
**1949** (Sept.) Hillman Minx saloon (Phase 3), green, 1 owner, low mileage, £895.—Baywater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [3736]  
**HOLDSTOCK ENGINEERING, Ltd.,**
- 1939** Hillman Minx drop head coupe, black.  
**HOLDSTOCK ENGINEERING, Ltd.,** Sittingbourne, Tel. 832. [3758]
- G. SMITH (MOTORS), Ltd.,** offer:—  
**1948** Phase II Hillman Minx, 19,000 miles, colour grey, blue cloth upholstery, in superlative condition, £795; 50 other guaranteed used cars.  
**G. SMITH (MOTORS), Ltd.,** 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [2567]  
**WADDINGTON MOTORS, Ltd.,** offer:—  
**1948** Hillman Minx Phase II saloon, as new; £775.—Fortune Green Rd., N.W.6. Ham. 2211. [3865]
- COOMBS & SONS (GUILDFORD), Ltd.,** offer:—  
**1949** Hillman Phase III, only 400 miles, green and brown leather. £975.  
**COOMBS & SONS (GUILDFORD), Ltd.,** Portsmouth Rd., Guildford, Guildford G2 907-9. [1332]  
**GORDON CARS (LONDON), Ltd.,**—1948 Hillman Phase II, 800 miles only.—Below.  
**GORDON CARS (LONDON), Ltd.,**—1948 Hillman Phase II drop head coupe, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3945]  
**H. A. SAUNDERS, Ltd.,**—1948 Hillman Minx Phase II saloon, 10,000 miles, one owner; £795.—Below.  
**H. A. SAUNDERS, Ltd.,**—1948 Hillman Minx Phase II saloon, one owner; £745.—Below.  
**H. A. SAUNDERS, Ltd.,**—1948 Hillman Minx Phase IV saloon, one owner, £945.—Austin House, 140, Golders Green Rd., N.W.11. Speedwell 0011. [4079]  
**1948** Hillman Minx saloon, Phase II, speedometer 14,000, in very good condition throughout.  
**FERRARIS (OLD) CRICKLEWOOD, Ltd.,** 200-220, Cricklewood Broadway, N.W.2. Old. 2234. [3939]  
**1949** Minx III saloon, leather, 6,000 miles; £865.—John Gray, Hermitage Lane, London, N.W.2. [4327]  
**OCTOBER '35** Hillman 10 saloon, sound; £145, or offer.—King's Motors, 1, High St., Hounslow, Tel. 3532. [2813]  
**Hillman Minx** grey saloon, 1946-47, excellent condition, 1 owner, 48,000 miles; £575.—Write Box 7225. [3624]  
**1949** Hillman Minx Phase III saloon, green, all leather, 12,000 miles, almost as new; £895, below.  
**1946** Hillman Minx saloon, grey, brown leather, beautiful; £595.—Robbins, East Putney, Tel. 4381. [4412]  
**£298**—Hillman 10 1937 4-dr sln, in very good condition, almost unscratched, choice 3; many others.  
**BENMOTORS, Ltd.,** 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube). [3673]  
**1937** Hillman Minx saloon, in good condition, taxed; £245.—Marchal, 2, Reece Mews, S.W.7. Kennington 1004. [3703]  
**400** miles; 1949 Hillman Minx Phase III, finished in tawn with red leather upholstery; £985; terms, exchange.  
**MASON BROTHERS (MOTOR SHOWROOMS),** 151-153, Fitzwilliam St. (off the Moor), Sheffield, Tel. 246897. [4498]  
**1937** Hillman Minx saloon, in very nice condition; £285.—Kings Motors, 1, High St., Hounslow, Tel. 3532. [3832]  
**1938** Hillman Minx saloon, good condition, taxed; £345.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [4376]  
**1937** Hillman 10 saloon, excellent, guaranteed, £520.—Meymets—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3990]
- 1948** Hillman Minx saloon, grey, one owner, appearance as new; £735.—Grove Motors, North Rd., Southall, Tel. 2291. [4169]  
**1950** Hillman Minx Mark IV, black, red leather, 7,000 miles, positively as brand new; £950.—Gillard, South St., Yeovil. [4169]  
**£375**—1939 Hillman Minx de luxe saloon, black, reconditioned engine, 5 very good tyres, immaculate condition throughout.  
**MAKIN & HARRISON (MOTORS),** 492-6, High Rd., Chiswick, Chiswick 0558/2619. [3253]  
**1948** Phase II Hillman Minx saloon, 14,000 miles, one owner; £765.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. [3672]  
**A** very nice Hillman Minx saloon 1937, an unrepeatable bargain at £245 or offer.—King's Motors, 1, High St., Hounslow, Tel. 3532. [2815]
- HILLMAN 10**  
Hillman Minx saloon, in excellent condition throughout; £285 or offer.—King's Motors, 1, High St., Hounslow, Tel. 3532. [4416]  
**£195**—1937 saloon, reconditioned engine; R.P. terms arranged.—Monahan Motors, 594, London Rd., Thornton Heath 5081. [4470]  
**1939** Hillman 10hp saloon, excellent condition throughout; £375.—Wembley Court Motors, High Rd., Wembley, Wembley 5221-2. [5049]  
**1938** Hillman Minx saloon, in very good condition; £335.—Vandervell's Buyers of good used cars, 215, Haverstock Hill, N.W.3. Primrose 4441.  
**1940** Hillman Minx saloon de luxe, exceptional condition, radio; £435.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [4440]  
**£895**—Hillman Phase III, green with leather upholstery, equal new, mileage 10,000, delivered anywhere.—Bareham, Bury St. Edmunds 533. [4016]  
**1946** Minx saloon, black and brown leather, one owner, immaculate condition; £585.—R. S. Mead, 42, Queen St., Maidenhead, Tel. Maidenhead 4221. [4221]  
**£250**—1937 Hillman Minx drop head, good condition, regularly serviced, good tyres and 5 usable spares.—Lazell, 64, Richmond Hill, Truro, Cornwall. [4154]  
**1948** (October) Hillman Minx, Phase II drophead coupe, 7,000 miles, radio; £855.—L. F. Dove, Ltd., 111-115 Addiscombe Rd., Croydon. Addiscombe 3066. [1651]  
**3200** miles.—1949 (Oct.) Hillman Mark IV saloon, dove grey, red leather.—Ernest Sulton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only, please.) [3999]  
**1949** (December) Hillman Minx Phase IV, 7,000 miles, black, red leather, perfect condition; £920.—Write: J. Rankin, 146, Great Portland St., London, W.1. [3938]  
**£155**—1934 saloon, nearly new tyres all round, reconditioned engine, coachwork good; R.P. terms arranged.—Monahan Motors, 594, London Rd., Thornton Heath 5081. [4469]  
**1949** (late) Phase IV Hillman Minx saloon, in black, almost unmarked, low mileage, good condition; £890.—Jack Rose Ltd., Wallington Surrey, Wallington 6677-8. [19270]  
**1948** Phase II Hillman Minx coupe, black, with brown upholstery, very clean and taxed; accept £755.—Jack Rose Ltd., Stafford Rd., Wallington Surrey, Wallington 6677-8. [19273]  
**1933** Hillman Minx saloon, black with brown leather upholstery, in exceedingly good mechanical condition; £147.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [12939]  
**1948** Hillman Minx Phase II saloon, finished in green, grey cloth and leather upholstery; 8,380 miles, privately owned since new, taxed December; £775.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [14342]
- 1938** type Hillman Minx 10hp saloon, clean, black paintwork with blue leather upholstery, good condition throughout; £295 cash or £25 deposit, balance payable over 18 months.—C. & S. Motors Ltd., Dudden Hill Lane, Neasden, Gladstone 6605-5. [1591]  
**1946** Hillman Minx saloon, black, brown upholstery, 30,000 miles, additional equipment, all tools, etc., complete, two extra outer covers, excellent condition, owner expecting delivery new car; inspection by appointment, London.—Offers to Box 7305. [4270]  
**1949** Phase IV Minx saloon, 10,000 miles, dove grey and red leather, fitted with many extras, including H.M.V. Radiomobile, rim bellshells, two spot lights, wing mirrors, taxed; £895.—R. S. Mead, 42, Queen St., Maidenhead, Tel. Maidenhead 2642. [42129]
- HILLMAN 14**  
**£345**—1938 Hillman 14 de luxe sal., black, recon. engine, exc. tyres, showroom condition.  
**MAKIN & HARRISON (MOTORS),** 492-6, High Rd., Chiswick, Chiswick 0558/2619. [3258]
- HILLMAN 16**  
**1937** Hillman 16hp saloon, reconditioned engine, excellent condition throughout; £265.—Reeves Motors, Grand Parade, Forty Lane, Wembley, Arnold 3004. [3477]  
**HILLMAN 21**  
**LIMOUSINE** 1939 21hp, partition, forward seats, leather, genuine specimen; £695, Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [5864]  
**HILLMAN MISCELLANEOUS**  
**1937** Hillman limousine, excellent condition, colour black; £485.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [15764]  
**1937** 12, just overhauled; £295; 1948 Phase 2 Hillman estate car, 11,000 miles only, Moorland grey, absolute bargain; £750.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [4292]  
**TANKARD & SMITH, Ltd.,** offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Fax 4801-3.  
**Hillman Cars Wanted**
- Hillman Cars Wanted**  
**I** NEED post-war Hillman immediately.—50, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [19713]  
**CASH** buyers of low-mileage Hillman Minxes; distance no object.—Haltans, Lord St., Southampton, Tel. 2268. [10762]  
**ALBONS**, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking, Tel. Rippeway 1285. [10435]  
**WE** are cash buyers of all Hillman post-war models. The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [16883]  
**BIRMINGHAM** and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [10088]  
**RAYMOND** WAY the hire-purchase specialists, are still buying Hillman and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [13128]  
**NOTTINGHAMSHIRE** distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham, Tel. 46381. [10552]  
**Hillman Spares and Service**
- NORMAND, Ltd.,**  
**HAVE** your car serviced by the experts.  
**SA**TISSFACTION guaranteed.  
**NORMAND, Ltd.,** 405-9, Kink St., W.6. Riv. 3665. [10037]  
**NORTH** and Central London.  
**CATTERMOLES (GARAGES), Ltd.,** for Hillman car sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [10364]  
**LONDON & COUNTIES MOTOR MART, Ltd.,**  
**HILLMAN** repair specialist (30 years) well-equipped works servicing, rebodying and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Kenyon 1187.  
**CARRIS MOTORS** for Hillman spares and service.—C. Lewisham Bridge, S.E.13. Lee Green 0254. [10720]  
**FOR** Hillman 1936-48 mudguards, running boards.—Brooks, 5 and 6, Frederick Place, Bristol, Brighton 2147. [10387]  
**ENGINES** gear boxes, diffs., reconditioned exchange units, 1934-48, trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11, Tel. 25890. [10344]  
**ROBERT CHIDLEY, Ltd.,** Factory recon. engines, axles and gear boxes, all spares for Hillman from 1936 onwards, specialists tools, work shop, breakdown service and information available.—658, High Rd., Tottenham, N.17, Tel. Tot. 2920, 3543. [45444]  
**HISPANO** spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon, Cro. 1742. [9852]  
**HOTCHKISS**
- BROOKLANDS.**  
**1948** Hotchkiss short chassis sports saloon, metallic grey, red leather, speedometer reading 10,000 miles, examined and approved by makers, 103, New Bond St., London, W.1. Tel. Mayfair 8351-6. [3978]  
**HAROLD RADFORD & Co., Ltd.,**  
**SOLE** concessionaires.  
**SALES** and service.  
**HAROLD RADFORD & Co., Ltd.,** Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2605]  
**KEVILL-DAVIES & MARCH, Ltd.,**  
**1936** Hotchkiss 4-door special saloon, one owner, colour red, tawn upholstery, in extremely nice condition.  
**41/42** Hay's Mews, Berkeley Sq., W.1. Tel. Grosvenor 2663. [4260]  
**CLAND & TABOR, Ltd.,** offer:—  
**1939** Hotchkiss Paris Nice saloon, low mileage, like a new car, terrific performance, 1946 road holding, similar to Monte Carlo Rally winner; £1,150.  
**APPLY: Welwyn 481.** [3925]  
**ROSE & YOUNG, Ltd.,** offers 1937 Hotchkiss R. (Cabourg) 3-litre 4-door saloon, immaculate condition, speedometer reading 31,000, believed genuine; £550.—68-69, Strenthall Av., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1375]  
**HOTCHKISS Cars Wanted**  
**CHIPSTEAD MOTORS, Ltd.,** Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. are keen buyers of late models. Faxman 0052. [1043]  
**HOTCHKISS** spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513]  
**HAROLD RADFORD & Co., Ltd.,**  
**SOLE** distributors for London and Home Counties. NEW and unused H.R.O. cars available for immediate delivery.  
**NEW** and unregistered 1,500cc H.R.O. at list price.  
**1947** (June) H.R.G. 1100 2-seater sports, 21,000 miles.  
**HAROLD RADFORD & Co., Ltd.,** Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1005]  
**H.R.G. Spares and Service**  
**CHARLES POLLETT, Ltd.,** have a large stock of SHOWROOMS: 18, Berkeley St., W.1. May. 6268.  
**SPARE** parts.  
**SERVICE:** 12, Wellesley Ave., W.6. Riv. 1413. [18369]  
**DICKS CAR SALES** offer:—  
**1938** Hudson 17 saloon, recent reconditioned engine; £395.  
**DICKS CAR SALES, Ltd.,** 385-401, High Rd., Kilburn, Maida Vale 6888-9. [4392]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUDSON  
JOE THOMPSON (MOTORS), Ltd., offers:—

**1947** Hudson Commodore 8 saloon, r.h.d., colour green, fitted radio and heater, low mileage.  
**JOE THOMPSON (MOTORS), Ltd.**, 37, Fulham Rd., South Kensington (next to Michelin), Ken. 4559.  
**1940** Hudson 16.9 saloon, first licensed 1943, excellent condition: £625.  
**GEORGE NEWMAN & Co.**, 369, Euston Rd., N.W.1. Euston 4466.  
**G** For sale.—Hudson all-weather saloon, 1936; Greville's Garage, Ltd., 420, Finchley Rd., N.W.2. 3640  
**1936** Hudson Terraplane drop head coupe, guaranteed; £225; payments—Oldfield, 4, Russell Odns. Mews, Kensington Park 7780. 14457  
**HUDSON Terraplane 16.9hp** saloon, 1936, beautiful condition, fast, roomy and economical, grey with red leather interior, 1 owner, taxed, bargain; £245.—Sunnyside, Haring, Petersfield. Tel. Harting 285. 3686

## Hudson Cars Wanted

**D.C.S.**  
**THE Hudson buyers.**  
**DICKS CAR SALES**, 385-401, High Rd., Kilburn. 5732  
**URGENTLY** required, good pre-war Hudson 17.1, fitted, 154, Gt. Titchfield St., W.1. Langham 0012. 14287

## Hudson Spares and Service

**SPIKINS (TWICKENHAM), Ltd.**, the Hudson distributors, for Hudson reconditioned engines, spares and service, quote chassis number.—33-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. 10588

## HUMBER

**BROOKLANDS.**  
**1947** Humber Super Snipe saloon, maroon, leather and cloth upholstery, fitted loose covers, speedometer reading 9,000 miles.  
**103** 851/6. New Bond St., London, W.1. Tel. Mayfair 3979

**CAR MART, Ltd.**  
**1949** Humber Hawk saloon, radio, heater, 6,000 Rd., N.W.1. Euston 1212. 5885

**NEWNHAM, Ltd.**  
**1948** Humber Hawk saloon, black with fawn, excellent condition pre-war Hudson 17.1, fitted, 154, Gt. Titchfield St., W.1. Langham 0012. 14287

**NEWNHAM House**, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. 7612

**WIMBUSH for Hawks.**

**1948** Humber Hawk saloon, 9,000 miles only, in the hands of one careful owner, gunmetal grey, fitted heater, disc and spot lamp; £1,075.

**1946** (Sept.) Humber Hawk saloon, black, with brown leather trim, another one-owner car which has just been mechanically overhauled, exceptional condition. £845.

**R. C. WIMBUSH, Ltd.**, 312, Earls Court Rd., London, S.W.5. Fremantle 8401. 14426

**OVERSEAS CARS, Ltd.**

**1947** Humber Super Snipe saloon, grey, H.M.V. radio; £395; for other Overseas Cars bargain; see page 41.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. 5964

**PRIDE & CLARKE, Ltd.**

**1947** Humber Hawk saloon, dark grey, superb; £685; 1948, 1949, 1950, 1951, exchanges; list; —Stockwell Rd., S.W.9. Brixton 6251. 14399

**TOM GARNER, Ltd.**, offer:—

**1949** Humber Hawk Mark III saloon, pastel green with brown leather, H.M.V. radio, 15,000 miles.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. 37325

**DICKS CAR SALES offer:—**

**1946** (Sept.) Humber 18hp Snipe saloon, special export model, choice of three; £795.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maids Vale 688-9. 39392

**MARBLE ARCH (WATFORD).**

**1947** Humber Hawk; £925.

**WE** welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, phone or write.

**MARBLE ARCH MOTOR SUPPLIES, Ltd.**, Lower High St., Watford, Tel. 4491. 33887

**CLANFIELD LAWRENCE offer:—**

**£895**—1946 Humber Super Snipe, black with brown leather upholstery.—407, High Rd., N.12. Finchley 0091. 3372

**KEVILL-DAVIES & MARCH, Ltd.**

**1939** Humber Snipe, black, brown upholstery, first-class mechanical condition, recently repainted and retired.

**41/42**, Grosvenor 2563. 14259

**WARWICK WRIGHT, Ltd.**, offer:—

**1949** Humber Hawk 14hp saloon, satin bronze, red leather, 5,000 miles; £1,450.

**1949** Humber Super Snipe 27hp saloon, gunmetal grey, radio and heater, 12,000 miles; £1,625.

**1949** Humber Super Snipe 27hp saloon, almond green, buff leather, radio and heater, 13,000 miles; £1,595.

**1948** Humber Super Snipe 27hp saloon, black, brown leather and cloth, 17,000 miles; £1,525.

**1948** Humber Snipe 18hp saloon, black, fawn cloth, 10,000 miles; £1,295.

**WARWICK WRIGHT, Ltd.**, 150 New Bond St., W.1. Mayfair 9761. 14424

**1949** Humber Hawk, small mileage, as new.

**GUY ALFRED & Co., Ltd.**, 6-7, Warren St., W.1. Euston 3268. 12031

HUMBER  
MCKINNON MOTORS, Ltd., offer:—

**1949** (Oct.) Humber Hawk saloon, Mark 3, green, with brown interior, 1 owner, 5,000 miles only; £1,425.

**MCKINNON'S**, Langham House, 3, Stafford Rd., Wellingborough, near Croydon, Surrey. Established 1906. Tel. Wellingborough 3404. 15648

**MANN EGERTON & Co., Ltd.**, offer:—

**1949** Humber Super Snipe saloon, black, with brown hide upholstery, sun roof, H.M.V. radio, heater, etc., 7,000 miles.

**14**, Berkeley Old St., London, W.1. Regent 2073. 13939

**HUMBER Pullman limousine**, black, 27hp, 1936.

**THE Shoreditch Borough Council** will consider offers for the above car which is in good running order and of impressive appearance; available for inspection at the Cleansing and Transport Department, 287, Kingsland Rd., London, E.8 (Clissold 9681).—Offers in writing to The Town Clerk, Old St., E.C.1. 15636

**GORDON CARS (LONDON), Ltd.**—1948 Humber 18hp Snipe, black, exceptional order.—Below.

**GORDON CARS (LONDON), Ltd.**—1948 Humber Super Snipe saloon, black, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. 15944

**LIMOUSINE 1948 Pullman**, widest forward occasionals, partition, 27hp, 120 miles, £250. 13641

**LIMOUSINE 1946 27hp**, partition, forward seats, exceptional order, private owner. £1,095.—Alpe & Saunders, Providence Court, North Audley St., Mayfair 3541. 13641

**£350**—1938 16hp Humber saloon.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. 13740

**1949** Humber Hawk saloon, satin bronze-red leather, 10,000 miles.—Mar. Kingston, Herefordshire. 13740

**£525**—1939 Humber 16 sal., black, beige leather upholstery, 5 new tyres, immaculate condition throughout.

**MAKIN & HARRISON (MOTORS)**, 492-6, High Rd., Chiswick, Chiswick 0559/2619. 13259

**HUMBER 14hp Hawk saloon 1948**, one owner, 14,000 miles, finished in black, several extras including heater, etc.; £995.

**E. CLAYBOURN & Co., Ltd.**, 37, Halgate, Doncaster. Tel. Doncaster 3414. 13693

**1931** 24hp Pullman limousine, 7-str with division, excellent condition.—H. W. Hinkley, 37, York Rd., Northfleet, Kent. 13635

**IMPERIAL Humber 27hp saloon**, superb coachwork in black, beige leather, 200 miles since major overhaul, 1939, £428.

**WADCOL MOTORS**, 150, West End Lane, N.W.6. Hampstead 1177. 13704

**H. A. SAUNDERS, Ltd.**—1937 Humber Snipe saloon; £350.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0111. 14060

**1937** Humber Super Snipe sports saloon; £245.—N.W.1. Tel. Euston 5507 and 1520. 12023

**1949** Humber Hawk saloon, black-fawn leather, low mileage, original condition throughout; £1,425.—Odon Motors, 1, Barnet 4100. 12944

**1949** Humber Pullman limousine, 11,000 miles; £1,665.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). 13786

**1948** (Nov.) Humber Hawk de luxe saloon, metallic grey with grey interior, genuine 11,000 miles, almost as new; £1,095.—Robbins, East Putney. Tel. 435. 16410

**1949** Humber Hawk mist green saloon, very beautiful; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Tel. Southampton 5722. 13797

**1949** Humber Super Snipe, black, brown hide, 10,000 miles, magnificent car; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Tel. Southampton 5722. 13797

**HUMBER Snipe (1935) 24hp** coupe, brown, 80,000 miles, chauffeur maintained, complete workshop overhaul 1948, perfect order; what offers?—Apply Col. J. B. Scott, Rotherfield Park, Alton, Hants. 13747

**NOVEMBER 1946** Humber Super Snipe, 30,000 miles, guaranteed, colour maroon, brown interior; £725.—Colman's Car Sales, Ltd., 292-309, Lanark Rd., W. 9. Tel. Maids Vale 5134 7853. 3468. 11322

**1938** Humber 18hp limousine, glass winding partition, full 6-seater saloon, immaculate; £375; terms, exchanges.—Tel. Amherst 2000. Turner, 99/117, Clarence Rd., London, E.5. 14511

**HUMBER Pullman limousine**, 1949, black, West of England upholstery, face forward seats and winding division, 1 owner, chauffeur driven, fitted with radio and heater, all in perfect condition.—Tel. Luton 4390. Ref. RDG. 3690

**1949** (April) Humber Super Snipe de luxe streamlined saloon, 7,000 miles only, finished grey with leather upholstery to match, one private owner, absolutely as new throughout, taxed December; trade enquiries welcomed.

**MOTORISTS (LONDON), Ltd.**, Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. 13502

**£777**—1946 model Humber Super Snipe, immaculate describes this vehicle accurately; 3 months' guarantee; hire purchase, exchanges.—Lamb Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. 14276

**850** gns.—1947 Humber Super Snipe 4-door de luxe sun saloon, black, brown hide upholstery, new carpets, £10 tax, overhauled and in absolutely immaculate condition throughout; deposit £298, balance up to 24 months.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. 19038

**NAYLOR & ROOK, Ltd.**—1947 Humber Hawk 14hp saloon, smoke grey, low mileage, unblemished condition throughout; £975; 3 months' guarantee; choice of 250 quality cars; demonstration within 100 miles; terms available.—25, East Hill, S.W.16. Bait. 5272. Operates each week-day including Saturday. 14070

**525** gns.—Humber Super Snipe 1940 (reg. Feb. 1942) 27hp de luxe 4-door saloon, dark blue, sliding head, blue leather, Philco radio, heater, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 14531

## Humber Cars Wanted

**R. ROOTES, Ltd.**

**DISTRIBUTORS.**

**REQUIRE** modern low-mileage Humber cars.

**BIRMINGHAM**—Lower Temple St. (Central 8411.)

**MANCHESTER**—129, Deansgate (Blackfriars 6677.)

**MAIDSTONE**—(Maidstone 3333.)

**CANTERBURY**—(Canterbury 3322.)

**CHESTER**—(Chatham 2231.)

**WROTHAM Heath**—(Borough Green 4.)

**ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. 10106

**ROWLAND SMITH'S**, the Humber buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

**NEED** post-war Humber immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1289 (day). 19709

**WANTED** privately, Hawk or Snipe, under 15,000 miles.—Write Angior, 24 Lyndhurst Rd., London, N.W.3. 19545

**CASH** buyers of low mileage Humber Hawks; discount no object.—Huttons, Lord St., Southport, Tel. 2268. 10753

**BRITISH & COLONIAL MOTORS, Ltd.**, require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3558.

**BIRMINGHAM and Midlands**—Low-mileage Humber B modern cars required by George Heath, Ltd., 180, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. 10089

**CRIPPS**, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 4641. 10553

## Humber Spares and Service

**THE Humber Specialists** for all spares.—Ring Up: 1945 3637. See advert under parts and accessories. 18268

**DE NORMANVILLE** gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. 13443

## INVICTA

**1949** (reg.) Invicta 2-4-seater.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. 14233

**100** mph 30hp d.h. coupe, excellent order; £325.—Robin Wood Garage, Crystal Palace, London, S.E.19. Tel. Sydenham 6500. 13643

**A.F.N. Ltd.**, offer a number of new Black Prince Invicta chassis, partially completed, for the enthusiast wishing to complete.—Falcon Works, London Rd., Isleworth Hounslow 0011. 13443

## JAGUAR

**HENLYS, Ltd.**

**ENGLAND'S Largest Jaguar Distributors.**

**SELECTION** of all models at attractive prices.

**DEVONSHIRE House**, Piccadilly, W.1. (Grosvenor 2287.)

**DEPOTS** at:—

**MANCHESTER** (Blackfriars 7845).

**Bristol** (Bristol 13262).

**BOURNEMOUTH** (Bournemouth 6514).

**NORTHAMPTON** (Northampton 907).

**CAMBERLEY** (Camberley 77).

**STREATHAM** (Streatham 7751).

**HOUNSLOW** (Hounslow 3454).

**FINCHLEY** (Finchley 0091).

**GREAT WEST RD** (Ealing 3477). Official Jaguar Service Station.

**CAMDEN TOWN SERVICE STATION** (Gulliver 4141).

**HENLYS, Ltd.**, England's Leading Motor Agents. 10027

**CARR BROS.**, offer:—

**1948** Jaguar 1½-litre, 10,000 miles only, grey cellulose, immaculate, interior beautifully upholstered in red leather and spotlessly new wheels, a perfect specimen; £995.

**CARR BROS. GARAGES, Ltd.**, Purley, Upland, C 4811/2/3. 14014

**WIMBUSH** for Jaguars.

**1949** Jaguar Mark V saloon, 3½-litre, gunmetal with blue leather trim, 7,000 miles, fitted H.M.V. radio, an immaculate car; £1,850.

**1949** Jaguar Mark V saloon, 3½-litre, grey with red leather trim, 9,000 miles, fitted H.M.V. radio, excellent condition; £1,835.

**R. C. WIMBUSH, Ltd.**, 312, Earls Court Rd., London, S.W.5. Fremantle 8401. 14427

**DICKS CAR SALES offer:—**

**1939** Jaguar 1½-litre saloon, recent overhaul; £525.

**1937** Jaguar S.S.100 sports 2-seater, immaculate condition, special body; £475.

**1949** Jaguar Mark V saloon, one owner, positively as new; £1,700.

**1949** Jaguar 1½-litre drop head four-seater coupe, condition above average; £525.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maids Vale 688-9. 14399

**SAUL & SLATTER, Ltd.**, offer:—

**1939** 1½-litre Jaguar saloon, 18,000 miles, black with silver grey leather upholstery, one owner since new, in excellent condition throughout; £625.—44/46, Alderman's Hill, N.13. Pal. Grn. 1205-7175. 14242



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR

**TOM GARNER, Ltd., offer:—**  
**1947** Jaguar 1½-litre special equipment saloon, black, with beige leather, discs, mascot, etc., 13,000 miles.

**1948** Jaguar 3½-litre saloon, gunmetal, with grey leather, radio, discs, etc., 12,000 miles.  
**TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.**  
 Blackfriars 9265-6. (3726)

**WARWICK WRIGHT, Ltd., offer:—**

**1948** Jaguar 3½-litre saloon, gunmetal grey, grey leather, 15,000 miles; £1,495.

**1949** Jaguar 3½-litre Mark V saloon, black, brown leather, 15,000 miles; £1,795.

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.**  
 Mayfair 9761. (3933)

**CLAND & TABOR, Ltd., offer:—**

**1949** 3½-litre Mark V Jaguar, 9,000 miles, black-brown leather, radio and heater, one very careful owner, as new; £1,825.

**1947** 3½-litre Jaguar saloon, black-brown leather, speedo 17,000 miles, looks less, all new tyres, exceptional car; £1,095.

**APPLY.—Welwyn 481.** (3916)

**MANN EGERTON & Co., Ltd., offer:—**

**1949** Jaguar 3½-litre saloon, black with red leather upholstery, sun roof, radio, heater, discs, 3,000 miles.

**14** Berkeley St., London, W.1. Regent 2073. (3941)

**MEBES & MEBES, Ltd. (Est. 1893), offer:—**

**1938** (March) 2½-litre Jaguar sports 4-door saloon, grey, blue hide upholstery, pass lights, radio, other extras, coachwork, mechanical condition and tyres excellent, taxed; £495.—The Broadway, Mill Hill, N.W.7. Tel. Hill 2040. (4199)

**GUY SALMON AUTOMOBILES, Ltd., offer:—**

**1949** Jaguar Mark V, 9,000 miles, H.M.V. radio, immaculate; £1,875.—Portsmouth Rd., Thames Ditton, Esherbrook 5551/2-3. (2364)

**1946** Jaguar 3½-litre saloon de luxe; £825.

**GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1.**  
 Euston 4466. (4139)

**JAGUAR 2½-litre, reg. '38, bronze, India tyres, very clean; £325.—Bow 7013, 7 a.m. to 7 p.m.** (3562)

**GORDON CARS (LONDON), Ltd.—1949 Jaguar Mark V 2½-litre saloon, black, 3,000 miles.—Below.**

**GORDON CARS (LONDON), Ltd.—1949 Jaguar Mark V 2½-litre saloon, fawn, 9,000 miles.—Below.**

**GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, black, 10,000 miles.—Below.**

**GORDON CARS (LONDON), Ltd.—1946 Jaguar 1½-litre s.e. saloon, black, H.M.V. radio, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 5611. (3948)**

**£450**—Jaguar 1½-litre 1939 d.h. coupe, in really excellent condition throughout, many others.

**BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.8. Tel. 4444. Open Mon. to Sat., 9-6 (50 yds Holland Park Tube).** (3675)

**BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston Tel. Kin. 3348**

**1946** (Nov.) Jaguar 1½-litre saloon; £250.—W.3. Star Garages, 617, Finchley Rd., N.W.3. Ham. 2255. (3297)

**R. P. FOWELL MOTORS, Ltd., for Jaguar cars.—**  
 East London main agents, 321 Romford Rd., 0700 Gate E.7. Maryland 4818-9.

**CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1939, finished black (original), fawn leather, excellent engine; £495.**

**CAMDEN MOTORS—Jaguar 1½-litre 14hp fourseamer drop head coupe, 1939, maroon with red leather, Ace disc, radio, etc.; £495.**

**CAMDEN MOTORS—Jaguar 1½-litre 14hp fourseamer drop head coupe, 1938, sunroof, one owner since new, stored away extensively overhauled by distributors, black red leather; £485.**

**CAMDEN MOTORS—Jaguar 1½-litre 14hp fourseamer drop head coupe, 1940, metallic grey with red leather, moderate mileage; £595.**

**CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1940, similar to post-war model, one owner since new, reconditioned engine fitted December, 1949, nominal mileage since; £595.**

**CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1946, special equipment model, finished black, red leather; £685.**

**CAMDEN MOTORS—Jaguar 1½-litre 14hp saloon, 1947-8, metallic grey with red leather, one owner, low mileage model; £525.**

**CAMDEN MOTORS—Jaguar 2½-litre fourseamer drop head coupe, 1940, metallic grey, one owner, C head coupe, 1939, metallic bronze with fawn leather, brand new hood, new tyres; £525.**

**CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1939, original condition throughout, late property Jaguar distributor, serviced and maintained by real experts; £565.**

**CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1939-40, finished metallic grey with red leather, sparkling condition throughout, magnificent mechanical order, extras; £595.**

**CAMDEN MOTORS—Jaguar 3½-litre sports saloon, 1940, special equipment model, with all features as 1947 3½-litre Jaguar; £495.**

**CAMDEN MOTORS—Jaguar 3½-litre special competition model, 100, 1938-9, specialist's delight, terrifically fast, aero screens, stoneguards and host of special features; £535.**

**CAMDEN MOTORS—Jaguar 3½-litre sports saloon, 1947, immaculately finished in black with fawn leather nominal mileage only; £995.**

**CAMDEN MOTORS—Jaguar specialists.—These and 350 other cars actually in stock at our showrooms ready for immediate purchase. Write for post-free catalogue. Free delivery anywhere in the United Kingdom. Easy and confidential hire purchase facilities; part exchanges. Purchasers' fares refunded from any part of the country. Showrooms open till 8 p.m. Mondays to Saturdays.**

**CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. C. Tel. 2041 (5 lines).** (4045)

**1948** 1½-litre Jaguar special equipment model, fitted Radonobile, grey with grey leather upholstery, low mileage; £1,100.

**JOHN JORDAN, Laburnum Rd. Garage, Sandy, Beds. Tel. 64.** (2348)

## JAGUAR

**1949** Jaguar Mark V 3½-litre saloon, 9,000 miles. —British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.O.2. Tem. 5588. (4237)

**1949** Jaguar sports 9,000 miles, chauffeur fitted, owner getting larger car; best offer secured; seen London.—Full particulars, write Box 7298. (4265)

**1947** metallic grey with red leather, fitted heater and wheel discs, small mileage, magnificent condition; £325.

**JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7.**  
 North 4441. (2924)

**6200** miles.—1949 (Nov) Jaguar 3½-litre Mark V saloon, black, radio.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (3997)

**1948** Jaguar 1½-litre s.e. saloon, black-brown leather, 5500 miles, one owner, exceptionally good condition.—Beardmore, 26, Queensway, W.2. Bay 0136. (9841)

**1937** 2½-litre Jaguar open sports 4-seater, kept in perfect condition by enthusiasts, wireless, spotlight, seat covers, etc.; £300.—Crompton, Plant House, Holcombe, Bury, Lancs. (4142)

**1949** (Nov.) Jaguar Mark V 2½-litre saloon, black/red upholstery, speedo, 4,700, absolutely as brand new; £1,750.—Holland & Hollinshead, Alsager, Stoke-on-Trent. Tel. Alsager 407. (4145)

**1949** Jaguar 3½-litre, must green; also 1949 Mark V 2½-litre, black; both supremely lovely cars; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Bore, Tel. Southbourne 1022. (3769)

**1948** (Oct.) Jaguar 1½-litre saloon, special equipment, low mileage, many extras, including disc and regency covers, colour grey; £1,125.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (4333)

**1947** Jaguar 1½-litre special equipment saloon, suede green, fitted H.M.V. push-button radio, mileage, condition throughout as new; lowain 5975.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (3539)

**1949** (November) 3½-litre Mk. V Jaguar saloon, 18,000 miles, gunmetal with pale blue upholstery, heater, and H.M.V. radio, one very careful owner, as new; £1,750.—Mackenzie, Billing, Northampton. Tel. Cogehouse 292. (4510)

**1938** 2½-litre Jaguar 100 super sports 2-seater, black with red leather, Standard and Aero screens, all-weather equipment, wonderful performance, coachwork as new, carefully used; hire purchase arranged; will accept £695.—Pearson, Aston Hall, Shifnal, Shropshire. Tel. Shifnal 154 (evenings and Sundays). (3749)

**1939**—40 Jaguar 1½-litre saloon (black), complete overhaul 4 weeks ago, including engine, steering, transmission, new road springs, new shock absorbers, completely revised, etc., at a cost exceeding £160; all work carried out by qualified A.A. and R.A.C. appointed garage, receipts shown, fitted 5 new tyres, new battery, Ekco radio, heater, any trial; £495.—22, Allen Rd., Croydon. (3751)

**Jaguar Cars Wanted**

**HENLYS, Ltd.**

**ENGLAND'S Largest Jaguar Distributors.**

**DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 287.)**

**HENLYS, Ltd., 385, Euston Rd., N.W.1. (Euston 4444.)**

**GREAT West Road (Ealing 3477), Official Jaguar Service Station.**

**CAMDEN TOWN SERVICE STATION. (Gulliver 4141.)**

**MANCHESTER.—1-5, Peter St. (Blackfriars 7483.)**

**HENLYS, Ltd., England's Leading Motor Agents. (0028)**

**ROWLAND SMITH'S, the Jaguar buyers.—Hampton High St. (Hamstead Tube). Ham. 6041. (0044)**

**THE Jaguar buyers.**

**DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Malda Vale 6888-9. (5728)**

**COOMBS & SONS (GUILDFORD), Ltd., 14, Palmer's Green 1205/7173. (5128)**

**URGENTLY wanted, good condition, post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. (4247)**

**SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. (P.G. 1205/7173.)**

**MAIN dealers—urgently require modern Jaguar cars. Tel. Palmers Green 1205/7173. (5128)**

**CASH immediately for good Jaguar.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (4292)**

**CAFFYNS, Ltd., are good buyers of post-war Jaguar cars.—King St., East Grinstead Tel. 717. (3955)**

**MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta 8000, Seven Sisters Rd., Tottenham, N.15. (4247)**

**CASH buyers of low mileage 1½-litre Jaguar; distance no object.—Hattens, Lord St., Southampton. Tel. 2268. (0771)**

**BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 5588. (4237)**

**WANTED privately, 2½-litre Jaguar saloon or coupe, under 15,000 miles.—Write Ankor 24 Lyndhurst Rd., London, N.W.4. (3646)**

**PRE-WAR Jaguar cars urgently wanted for cash. Tel. Hill 7106. (4890)**

**R types of Jaguar.—65-69, St. John's Rd., S.W.2. Tel. Hill 6464. (2552)**

**J. R. INWARDS, Ltd., main dealers for West Midlands, are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5. (0899)**

**URGENTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.—Gibson sports car (Chichester), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (3911)**

**WANTED.—1947-50 2½- or 3½-litre Jaguar saloons, reasonable mileage and open to A.A. inspection.—Full details to Allen, G. Cambray Court, Cheltenham. (3911)**

**Jaguar Spares and Service**

**SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Full stock of spares, Jaguar repairs and maintenance. Service Station, Green Lanes, N.13. Palmers Green 1205/7173. (3127)**

## Jaguar Spares and Service

**HENLYS, Ltd.,**

**ENGLAND'S Largest Jaguar Service Station.**

**GREAT WEST ROAD, Brentford (Ealing 3477).**

**SPARES and replacement engines for all models.**

**AND at Manchester, Cheetham Hill Rd. Deangate 6216-7.**

**QUICK completion of repairs.** (0563)

**PERLESS MOTORS, Ltd., main dealers for Buckinghamshire, Jaguar spares, replacement units and repair facilities.—Bath Rd., Slough, Tel. 22594. (0430)**

**R. P. FOWELL (MOTORS), Ltd., East London district, Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.**

**WEMBLEY COURT MOTORS SERVICE STATION.—**  
 Comprehensive range of all Jaguar spares in stock; specialist service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. (3530)

**JEEP**

**1950** (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. (1619)

**JEPS.—Britain's leading Jeep specialists: all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.**

**MOTORCRAFT GARAGES, Station Approach, Gurneysbury, W.4. Chiswick 3013, 0621. (0241)**

**J. E. BURNET, for all Jeps, range of bodywork, private or commercial.—Wick Avenue, 1005, Jeep Firm, Kingston, W.4. Kingston-on-Thames (4718). (0820)**

**METAMET offer unique Jeep conversions for motorists; all 12 models completely rebuilt, 6 months' specialist service and maintenance for Jaguar cars.—optional.—100b, Belize Lane, N.W.3. (0527)**

**ATOWORK (WINCHESTER), Ltd., the principal Jeep specialists, best selection of Jeeps, all grades, and spares from 2000; long chassis utilities, immediate delivery; prices from £200; trailers, spares and exchange units.—Tel. Winchester 4834/3406. (2845)**

**UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd., Jeeps and Jeep spares, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. (0035)**

**Jeeps Wanted**

**ROWLAND SMITH'S, the Jeep buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0044)**

**Jeep Spares and Service**

**100% Jeep firm, spares by return, or over counter, small or large quantities.—Wick Autos (see under Jeeps). (0566)**

**METAMET offer unique Jeep conversions for motorists; all 12 models completely rebuilt, 6 months' specialist service and maintenance for Jaguar cars.—optional.—100b, Belize Lane, N.W.3. (0527)**

**ATOWORK (WINCHESTER), Ltd., the principal Jeep stockists, all spares and exchange units, Jeeps and trailers, keen prices.—Tel. Winchester 4834/3406. (2845)**

**JOWETT**

**H. BENTLEY & PARTNERS.**

**JAVELIN main agents.**

**1949** (May) Javelin de luxe saloon, cream with fawn leather, H.M.V. radio only 3,900 miles; £1,395.—Sackville House, 40, Piccadilly W.1. Sloane 3094. (2486)

**BROWNS for Jowetts.**

**1949** Jowett Javelin saloon de luxe, low mileage, in immaculate condition; £985.—Browns Garage, Loughton (Essex) 4119 (Tube). (2056)

**TOM GARNER, Ltd., offer:—**

**1950** series Jowett Javelin 1½-litre saloon, silver grey, with fawn upholstery, heater, 4,000 miles.

**TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. (3727)**

**CHARLES POLLEY, Ltd., offer:—**

**1949** Jowett Javelin saloon, beige, maroon leather, 1 owner, 20,000 miles, chauffeur maintained and guaranteed, really excellent condition throughout; £985.

**18, Berkeley St., W.1. May. 6266.**

**SERVICE Works & Stores, 12, Wellesley Ave., W.5. Riv. 1413. (4124)**

**1938** Jowett 10hp saloon, exceptional; £295.—Grove Motors, North Rd., Southall 3477. (2913)

**1949** Javelin in turquoise blue, one owner, 8,000 miles, heater, as new, guaranteed; £595.

**G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 224. (3629)**

**GORDON CARS (LONDON), Ltd.—1948 Jowett saloon, fawn, 8,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 5611. (3962)**

**JOWETT and Javelin main agents, spares and special service.—Olliver-Fisher, Ltd., Northwood Midx. Tel. 777 (4 lines). (2791)**

**MARRIOTT'S GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford Spares (including pre-war). Service, Tel. 1583. (0575)**

**1949** Jowett Javelin, overhauled, low mileage, immaculate condition; £995.—Clarke's of Pirbright, Automobile Engineers, Jowett Distributors, Tel. 2201-2. (4010)

**1949** (November) Javelin, finished green, 5,000 miles, exactly as new; trade and part exchange enquiries invited.—P. Morley, Ltd. 54, Stratfordham Hill, Hill 4481. (3441)

**COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485 Upper Elmers End Rd., Reckenhams, Ken. Tel. Beckenham 2565. (0302)**

**£925**—golden sand, nominal mileage, one careful owner since new, full de luxe model with real leather upholstery and heater, genuine opportunity at the price.

**CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). 400 cars actually in stock. Write for post free catalogue; hire purchase; part exchanges; free delivery. (4030)**

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JOWETT

**JACK ROSE, Ltd.**, offer 1948 (Oct.) Jowett Javelin 4-door saloon, beige colour with radio, red leather upholstery, almost spotless, accept £245.—Stifford Rd., Wallington, Surrey, Wallington 6677-8 (4 min. Croydon Aerodrome). (1972)

## Jowett Cars Wanted

**H M BENTLEY & PARTNERS.**

**WISH** to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. (1990)

**ROWLAND SMITH'S**, the Jowett buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (1945)  
**RAYMOND WAY**, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines). (3130)

## Jowett Spares and Service

**NEWMAN'S, Ltd.**  
**JAVELIN** and Bradford main agents, spares and service specialists.—Newman House, 235-9, Hammer-smith Rd., W.6 Riv. 4646. (10415)

**MILSTONES (SERVICE GARAGE), Ltd.**, main agents Jowett Javelin, Bradford vans and trucks.  
**LARGEST stock** spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629, 308, Erith Rd., Bexleyheath. (10571)

**JOWETT-BRADFORD**.—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1908.  
**CROYDON**.—Godfrey, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon, Cro. 3641. (10463)

**FOR** full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Wellbeck 7988). (19247)

**KINGSTON-ON-TIAMES**, main agents for Jowett Javelin and Bradford vans, spares and service.  
**G. W. Wilkin, Ltd.**, 1, Weston Park, and 84, Eden St., Kingston 2241-2. (16618)

**A. J. MOTORS, Ltd.**, Park Rd., Teddington, Middlesex, Tel. Kingston 0710. The Jowett specialists and main agents; over 25 years' Jowett experience; spares and service. (10759)

## LAGONDA

**BROOKLANDS.**  
**LAGONDA** distributors for London

**HAVE** for show, demonstration and early delivery the new 2.6-litre saloons and coupes, details and catalogues available on request.

**1939** series Lagonda V12 sports saloon, maroon, beige leather, service by manufacturers.  
**103** New Bond St., London. W.1. Tel. Mayfair 8581-1. (1990)

**DICKS CAR SALES, offer:—**  
**1935** Lagonda 4½-litre sports saloon, genuine 90 m.p.h., excellent car; £249. (1990)

**DICKS CAR SALES, Ltd.**, 395-401, High Rd., Kilburn, Maids Vale 6988-9. (13289)

**HAROLD RADFORD & Co., Ltd.**  
**OFFICIALLY** appointed Lagonda retailers.

**SALES** and service at Melton Court, South Kensington London S.W.7, Kensington 6842 (5 lines). (10264)

**1933** drop head Lagonda 16/80, somewhat shabby; best over £200.—Sto. 4410. (14145)

**4½-litre 4/5-seater** drop head V.12 Lagonda, registered 1948, dark blue coachwork, beige leather upholstery, 10,000 miles. (10297)

**OFFERS** invited for the above car which has been maintained in excellent condition.

**M. GREENWOODS BUILDING INDUSTRIES, Ltd.**, Salem Works, Lees Rd., Oldham. (19667)

**1937** 4½-litre Lagonda saloon, chassis No. 12024, engine No. 12024, completely overhauled and repainted by Lagonda, and not licensed since December 1946, inspection and trial by arrangement with

**THE CHESTER ENGINEERING Co., Ltd.**, Chester. Tel. 23477. (13738)

**LAGONDA** 4½-litre sports tourer, finished racing green, £10 tax, excellent condition throughout, must be seen to be appreciated, £295; exchanges, deferred terms.—Terence W. Seward, 70, Angles Rd., Southampton, Tel. Southampton 72035. (4187)

**DAVIES MOTORS, Ltd.** (Managing Director, J. E. Davies, 20 years Service Manager to Lagonda, Ltd.), offer wide selection of used Lagonda cars, including a 1936 4½-litre tourer with outside exhaust; 1936 L.G. 45 saloon; 1934 4½-litre saloon; and 3-litre saloon.

**273** London Rd., Staines. Tel. 3457-8, or (private) 10297

**TANKARD & SMITH, Ltd.**, offer 1934 Lagonda 4½-litre 4-door pillarless saloon, in black, with brown leather, good condition throughout, very fast; £265; three months' written guarantee, also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3, Tel. Fulham 4801-2-3. (3705)

**V.12 Lagonda**, one of the two actual works cars built regardless of cost, for Le Mans, lapped Brooklands at nearly 140 m.p.h., but weather equipment, absolutely ideal car for Silverstone Club races, etc., expensive rebuild just completed, Brighton speed trial time 32 secs.—Anthony Crook Motors, Ltd., Bristol distributor, Caterham Hill, Surrey, Tel. 2232-3. (3482)

## Lagonda Cars Wanted

**D.C.S.**  
**THE** Lagonda buyers.

**DICKS CAR SALES**, 395-401, High Rd., Kilburn, N.W.6, Maids Vale 6988-9. (5727)

**ROWLAND SMITH'S**, the Lagonda buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (1945)

**1938** 7/39 Lagonda 6 cylinders, drop head four-seater coupe or saloon.—J. F. Crawley, Western 6015. (4371)

**LAGONDA** cars.—A limited number of home-sale orders now acceptable; used models always wanted.—Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). (10258)

## Lagonda Spares and Service

**LAGONDA** cars.—A limited number of home-sale orders now acceptable; used models always wanted.—Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). (10258)

## Lagonda Spares and Service

**DAVIES MOTORS** (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of early models and we now offer a reliable conversion on pre-war cars with i.f.s.

**273** London Rd., Staines. Tel. 3457-8, or (private) 10297. Walton 1562. We are open on Saturday mornings. (10217)

## LANCHESTER

## LONDON CARS offer:—

**1936** Lanchester 12hp saloon, black, green hide, well preserved car, guaranteed, £228; 1939 11hp model, in immaculate condition, mechanically excellent, £235.—London Cars, Lanchester Specialists, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. (4431)

**STRATSTONE, Ltd.**, Lanchester specialists, offer:—  
**1947** Lanchester 10hp saloon, blue with blue leather, excellent condition; £895. (4067)

**40** Berkeley St., W.1. (Mayfair 4404).

**SPINK (BOURNEMOUTH), Ltd.**, engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

**DAIMLER House, Bournemouth.** Tel. 5405. (10545)

**1939** Lanchester 11 saloon de luxe, blue and black with blue leather upholstery, original coachwork, speedo reading 43,000 miles, an immaculate car.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Tel. Stamford Hill 2232 or 0464. (3823)

## Lanchester Cars Wanted

**C. THE CAR MART, Ltd.**, London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. (10965)

**LONDON CARS** require good used 11/14hp Lanchester saloons, later model preferred, for immediate sale.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Tel. Stamford Hill 2232 or 0464. (3823)

**ROWLAND SMITH'S**, the Lanchester buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (1945)

**CASH** buyers of low-mileage Lanchester 10hp; distance no object.—Huttons, Lord St., Southport, Tel. 2268.  
**BRITISH & COLONIAL MOTORS, Ltd.**, require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. (4244)

## Lanchester Spares and Service

**ARCOT MOTORS, Ltd.**,—Preselector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (10257)

**CROYDON**.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service, Kidderminster Rd., Croydon 5775. (10669)

**LANCHESTER** and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

## LANCIA

**KEVILL-DAVIES & MARCH, Ltd.**  
**1939** Lancia Aprilia, colour auto, grey, blue upholstery, coachwork and mechanical condition extremely good.

**41** Grosvenor 2563. (4257)

**CHIFFSTEAD MOTORS, Ltd.**—See Spacia Cars column. (11040)

**JOHN S. TRUSCOTT, Ltd.**, for Lancia Aprilia.—Only first-class examples are offered.  
**PRESENT** stock includes one unique post-war second series 1.486cc model.  
**LSO** one particularly good 1939 de luxe saloon.

**FULL** details of these and other models on request; exchanges, deferred terms.  
**JOHN S. TRUSCOTT, Ltd.**, 173, Westbourne Grove, W.11. Bay. 4274. (4094)

**LAMBDA** 7½ series saloon, good, original condition.—90, Brighton Rd., Bantled, Surrey. (4164)

**1939** Lancia Aprilia saloon, grey, red leather, well maintained car, open to any examination.—Petersham Garage, Ltd., Petersham Mews S.W.7, West 4106. (12586)

## Lancia Cars Wanted

**LANCIA** Aprilia wanted, any year.—T. P. Breen High Rd., N.20. Tel. Hillside 2393. (10343)

**KEVILL, DAVIES & MARCH, Ltd.**, will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. (10503)

**W. LANCIA** latest models wanted.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane, Manchester. 19 Rd. 2874-5. (10077)

**JOHN S. TRUSCOTT, Ltd.**, urgently require Lancias; exceptional prices offered for low mileage really well-kept models.—173, Westbourne Grove, W.11. Bay. 4274. (4099)

## Lancia Spares and Service

**LANCIA (ENGLAND), Ltd.**, sole representatives of the famous Italian company, have at times a choice of several cars for disposal, in first-class condition (including reconditioned engine); all repair work carried out by our staff of specialist mechanics and genuine Lancia factory made spare parts only used; spare parts for all models available and supplied at short notice; for information regarding used cars for sale, reconditioning, general service, technical data and latest modifications, apply to: Lancia Motors, Alpertown, Wembley (Peritale 3656). (10320)

## LEA-FRANCIS

## BROOKLANDS.

**1948** Lea-Francis sports 2-seater, grey, red leather, speedometer reading 5,000 miles. (1981)

**103** 851-6. (1981)

**CHARLES FOLLETT, Ltd.**, sole distributors, London and Home Counties, offer:—  
**1948** Lea-Francis 14hp 4-door saloon, black, 14,000 miles, maintained by our own service station. (10225)

**18** Berkeley St., W.1. Mar. 6266.  
**OFFICIAL** Lea-Francis London Service Station, 12 Wellesley Ave., W.6. Riv. 1413. (4123)

## LEA-FRANCIS

**1949** (May) Lea-Francis 1½-litre special shooting brace, maroon and light oak, radio, very smart; £295.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. (11562)

## Lea-Francis Cars Wanted

**CHARLES FOLLETT, Ltd.**—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.  
**SHOWROOMS:** 18, Berkeley St., W.1. May. 6266.

**OFFICIAL** Lea-Francis London Service Station, Works and Stores.—12, Wellesley Ave., W.6. Riv. 1413. (18993)

## Lea-Francis Spares and Service

**LEA-FRANCIS CARS, Ltd.**  
**SPARES** and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 50204-5-6. (10592)

**CHARLES FOLLETT, Ltd.**, sole distributors for Home Counties, Bucks and Sussex.  
**SHOWROOMS:** 18, Berkeley St., W.1. May. 6266.

**SPARE** parts  
**SERVICE:** 12, Wellesley Ave., W.6 Riv. 1413. (18570)

## Lincoln Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, urgently require all models Lincoln.—Wembley 5303. (17019)

## LINCOLN-ZEPHYR

**295** gns.—Lincoln-Zephyr, 1937 model, 57hp V.12 4-door saloon, black, grey cloth, sliding division, very good condition; terms, exchanges; list, open 9-7 week-day.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (4354)

## MERCEDES-BENZ

**MERCEDES-BENZ (Gt Britain), Ltd.**, offer:—  
**1939** type 170V, 14hp with Continental steering, black with grey cloth upholstery, low mileage, in excellent condition, first registered July, 1950.—Victoria 7315. (12542)

**CHIFFSTEAD MOTORS, Ltd.**, Onslow Garage, 197, Fulham Rd., Kensington, S.W.3.  
**36-220** s/c narrow sports 2-seater, red, P.100 lamp, terrific performance, bargain.

**ROADSTER**, s/c, 500K, 1937, March, maroon with beige leather, most attractive car in showroom condition.  
**COUPE**, 2-3-seater, s/c, 500K, 1937 model, silver and sea green, grey leather, beautiful condition throughout.

**COUPE**, 2-3-seater fixed head, ex-Caracilon s/c, 500K, C first reg. 1945, maroon, one of the prettiest cars in the country.

**COUPE**, 2-3-seater, s/c, 500K, 1939 m.c.d. finished in ivory with beige leather, works overhauled at cost of some £200, showroom condition.

**CHOICE** of others; we are also keen buyers of Mercedes.—Flaxman 0052 and 7253. (3965)

**MERCEDES-BENZ** razor-edge saloon, Freestone & Webb body, 38.5hp, supercharger and overdrive, first registered 1939, mileage 22,400, 6 new tyres, exceptional car in showroom condition, £1,750.—Box 7115. (2630)

## Mercedes-Benz Spares and Service

**MERCEDES-BENZ (GREAT BRITAIN), Ltd.**, Sales Service and Spares, 111, Grosvenor Rd., S.W.1, Victoria 8715-6, Night Service: Victoria 3144. (18530)

## MERCURY

**SIMPSON'S MOTORS offer:—**  
**1948** first registered Mercury brougham saloon, 2-door, left-hand drive, radio, heater, seat covers, window washers.

**1949** genuine Mercury 4-door sedan, radio, heaters, seat covers, delectors, genuine low mileage, magnificent appearance.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American S. Car Specialists), Wembley 3905. (3966)

## M.G.

**CAR MART, Ltd.**  
**1949** M.G. 1½-litre saloon, radio, 5,000 miles; £1,175. (41175)

**1949** M.G. T.C. model 2-seater, 11,000 miles; £765.—Car Mart, Ltd., 323 Euston Rd., N.1. Broadway, Tel. Balham 2474, 4 lines. (3452)

**ELITE MOTORS offer:—**  
**1935** M.G. model K.N. Magnat pillarless 4-door saloon in excellent condition throughout, cellulosed in royal blue with interior to match, very attractive appearance; £269.

**ELITE MOTORS**, 351-361, Garrat Lane, Tooting E. Broadway, Tel. Balham 2474, 4 lines. (4013)

**WOODBAIN CARS offer:—**  
**£168**—M.G. 8hp J type open sports 4-seater, taxed, cream and red, good hood and screens, foldat windshield, 4 speeds, twin carbs, knock-on wheels, goes like a bomb.

**£145**—M.G. 12hp special streamlined sports 2-seater, British racing green, new hood, smart, fast car.

**MANY** others.—Woodbain Cars, the M.G. specialists, 8 and 10, Eton Garages, Eton Av., Swiss Cottage N.W.3. Primrose 9435. (14005)

**DICKS CAR SALES offer:—**  
**1939** M.G. 1½-litre sports saloon, just fitted reconditioned engine, definitely unmarked; £575. (43399)

**1939** M.G. 18hp drop head coupe, very fast and attractive sports car.  
**DICKS CAR SALES, Ltd.**, 395-401, High Rd., Kilburn, Maids Vale 6988-9. (13289)

**MARBLE ARCH (WATFORD).**  
**1939** 2-litre M.G. tourer; £425.

**WE** welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, phone or write.

**MARBLE ARCH MOTOR SUPPLIES, Ltd.**, Lower High St., Watford, Tel. 4491. (3888)

**WARWICK WRIGHT, Ltd.**, offer:—  
**1947** M.G. 1½-litre T.C. sports 2-seater, black, red leather, 19,000 miles; £650.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9781. (11347)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## C. CHARLES FOLLETT, Ltd., offer—

**1948** M.G. T.C. 2-seater, red, beige leather, 17,000 miles, 1 owner, checked over, condition above average; £675.

**18**, Berkeley St., W.1. May. 6266.

**SERVICE, Works & Stores:** 12, Wellesley Ave., W.6, S. Riv. 1415.

**1946** M.G. 2-seater, T.C. model, immaculate condition throughout; £550.

**WALTON-ON-THAMES MOTOR CO., Ltd.** Walton 200.

**1948** M.G. 2-seater, cream, green upholstery, 17,000 miles, carefully used.

**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1 (Mayfair 1951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181).

**B** EARTS, of Kingston, M.G. specialists, sales, spares & repairs, 102, London Rd., Kingston Tel. Kin 5348

**1949** M.G. 2-seater, 3,000 miles, 25 new luggage carrier.—Beardmore, 26, Queensway, W.2, Bay. 0136.

**J** ARVIS & SONS, Ltd., see specially selected car bargains, page 39.—Morris House, Morden Rd., S.W.19, Liberty 4656.

**GORDON CARS (LONDON), Ltd.**—1949 M.G. T.C. roadster, cream, 6,000 miles.—Gordon House, Euston Rd., N.W.1, Euston 6611.

**1949** (Nov.) M.G. 1½, saloon, 5,000 miles, radio, British & Colonial Motors, Ltd., 17, St. Martin's Lane, W.C.2, Tem. 3588.

**1946** M.G. Midget, low mileage, many extras, 4,975.—Barnes Garage, 315, Finchley Rd., Hampstead, N.4, Ham. 1627.

**CLASS'S MOTOR MART**—1938 (August) M.G. 2-litre saloon, engine recently reconditioned, genuine mileage 40,000, written guarantee.—5, Warren St., Euston 4110.

**£345**—T.A. type M.G. 2-seater, black and red, new engine and carburetors, fast, nice condition.—Cove & Motors, 322, Port St., Edmonstone, N.9, Tot. 4162.

**ROSE & YOUNG, Ltd.** offer 1947 M.G. T.C., exceptional condition, finished red; £345.—65-69, St. John's Ave., Streatham, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

**1949** M.G. T.C. 2-seater, red, leather, Wind-tone horn, luggage carrier, 5,000 miles only, spare unused; choice of 2.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1, Regent 2952-4.

**445** gns.—M.G. Midget, 1939 model, 10hp T, drop head, coupe, black, brown leather, good tyres, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

**365** gns.—M.G. Midget, 1937 model, 10hp T, 2-seater, black, red leather, radio, carefully used, excellent condition, taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**1949** (March) M.G. 1½ saloon, grey and green, with green leather, 10,000 miles, perfect; £975.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681.

**£200**—Recellulosed black, newly upholstered Midget, reconditioned £70 engine, this P type 1934 model is in fine condition; details.—Capt. J. Fensholt, C.R.A.C.C., 2 Int. Div., B.A.O.R., 4, M.G. Monthly Bhp 2-str., registered 1941, untaxed for most of its life, Alfa red, all-weather equipment, external exhaust, fast and reliable, many extras; £360 or near offer; any trial London.—Tel. Mayfair 1945.

**P** A. 4-seater in excellent condition throughout, engine completely reconditioned as new 400 miles ago, perfect body with good tyres and weather equipment; £250.—101, Windmill Rd., Longford, Coventry, Tel. 88228.

**PERFORMANCE CARS**, the sports car specialists of 31, Daleham Mews, Belisle Lane, N.W.3 (Hampstead 1111), offer the following with 3 months' written guarantee: 1935 M.G. L type 2-seater, £235; 1934 P.A. 2-seater supercharged, £300; 1934 P.A. 2-seater, £4226.

**1939** (March) M.G. 2.6-litre drop head 4-seater sports coupe, black, silver wheels, grey leather, rebored, new head, absolutely immaculate and outstanding, written guarantee, £598; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1, Langham 7735.

**£295**—M.G. Midget type P.A., 1936, finished British racing green, green leather, dark grey top, late property of knowledgeable mechanic/specialist, engine specially tuned for trial work, unusually fast little bus, several special features, Fram, Tapley brake metres, competition tyres, Bosch, stoneguards, etc., enthusiast should not miss this one.—See below.

**£145**—M.G. 1932 model, surprisingly good condition for year, sound chassis and b.v.d., nippy little runner.

**C** AMDEN MOTORS, Lake St., Leighton Buzzard Beds, Tel. 2041 (5 lines). 400 cars actually in stock; easy and confidential hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; purchasers' fares refunded from any part of the country; showrooms open until 6 p.m. Monday to Saturday. 4031

**M.G. Cars Wanted**

**C** AR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1, Euston 1212. 0966

**R** OWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 0948

**D** OUGLAS, the M.G. buyers.

**D** ICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 1949.

**S** LOOMBOES OF NEASDEN.

**S** LOOMBOES—Good clean M.G.s. wanted, must be perfect condition.—289, Neasden Lane, N.W.10, Gladstone 2068.

**R** EQUIRED privately, M.G. T.C., low mileage.—Wye, Burton Island House, Chiswick Mall, London, W.4.

**W** ANTED, privately, 1946/7 T type M.G. black good condition.—3, Mayfair Ave., Bexleyheath, Kent 4159

**R** OSE & YOUNG, Ltd., will purchase for cash all types of M.G.—65-69, St. John's Ave., S.W.2 2551

**H** ILL 6464

## M.G. Cars Wanted

**A** PPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15, Stamford Hill 3291-2.

**U** RGETLY required, low mileage 1948-9 M.G. 1½ saloon.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681.

**REPAIR GARAGES**, Ltd.—44, Gorton St., opposite M Selfridges, W.1, Mayfair 3104. Particularly want Js. Ps and Tcs for cash. Phone or write for buyer to call. 1747

**R** AYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines). 5661

**T** HE sole London distributors for M.G. cars.

**U** NIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1, Tel. G.ovenor 4141 0500

**M** G. engine, axle, gearbox, reconditioning, recon, exchange blocks, cranks, rockers v/drive, dynos, etc.; new rocker shafts, bushes, valves, guides, springs, gaskets; wire wheels supplied and repaired; road springs new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon, (Station), S.W.19, Liberty 3083.

**T** OULMIN MOTORS specialise in M.G. and M.G. cars; only repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L, and N Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

**W** RITE or phone Toulmin Motors, The Roundabout, Hanworth, Middlesex, Tel. Molesey 683. 0349

**MORGAN**

**C** AR MART, Ltd.,

**1949** Morgan 10 2-seater, 9,000 miles; £625.—Car Mart, Ltd., 150 Park Lane, W.1, Grosvenor 3434.

**Morgan Cars Wanted**

**R** OWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

**R** AYMOND WAY, the hire purchase specialists, are still buying Morgan and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines). 5661

**Morgan Spares and Service**

**M** ORGAN 4/4 official spare parts stockist; service and repairs.—Baill Roy, Ltd., 161, Gt. Portland St., W.1, Langham 7735.

**M** ORGANs.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5, Est. 0507. 10728

**MORRIS MINOR**

**C** AR MART, Ltd.,

**1949** Morris Minor tourer, 3,000 miles; £775.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. 3545

**P** RIDE & CLARKE, Ltd.,

**1949** Morris Minor saloon, grey, 3,000 miles, faultless; £765; terms 18-24 months; exchanges; lists.—Stockwell Rd., S.W.9, Brixton 6251. 4398

**H** A. SAUNDERS, Ltd., offer—

**1949** Morris Minor tourer, grey with beige upholstery, 5,000 miles; £750.

**H** A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner) Hillaide 0024. 4206

**S** AUL & SLATTER, Ltd., offer—

**1949** Morris Minor tourer, black, as new throughout, low mileage, £695.—44-46, Aldermarsh Hill, N.15, Pal. Green 1205/717. 3126

**P** HILIP RICKARDS, Ltd., offer—

**1949** Morris Minor saloon, black/brown, 13,000 miles, as new.—4, Brick St., Park Lane, London, W.1, Grosvenor 4772-3. 4103

**P** HILIP RICKARDS, Ltd., offer—

**1949** Morris Minor, maroon, 930 miles.—4, Brick St., Park Lane, London, W.1, Grosvenor 4772-3. 4102

**P** HILIP RICKARDS, Ltd., offer—

**1949** Morris Minor, black, 705 miles, as new.—4, Brick St., Park Lane, London, W.1, Grosvenor 4772-3. 4108

**C** HABLES RICKARDS, Ltd., offer—

**1949** (Sept.) Morris Minor tourer, maroon, one owner, genuine mileage 1,800, absolutely as new; £750.

**1949** (Oct.) Morris Minor tourer, black, one careful owner since new, genuine mileage 3,710, faultless condition; £735.

**56** Tube Station), Tel. Paddington 1820. 3733

**G** ORDON CARS (LONDON), Ltd.—1949 Morris Minor tourer, green, 3,000 miles.—Below.

**G** ORDON CARS (LONDON), Ltd.—1949 Morris Minor tourer, grey, 6,000 miles.—Gordon House, 375, Euston Rd., N.W.1, Euston 6611. 3949

**1949** Morris Minor saloon, 1 owner, low mileage, as new; £750; 3 months' guarantee.

**C** ARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13 Lee Green 0254. 2356

**M** ORRIS MINORS, 1949, factory mileage.—Mac, 12, Brambledown Rd., Wallington, Surrey 6397. 4459

**1949** Morris Minor tourer, 3,000 miles, as new.—Autowork (Winchester), Ltd., Tel. Winchester 4830-3405.

**1949** Morris Minor saloon, beige and leather, speedo, 8,000, showroom condition; £725.—Kingdom 7156.

**J** ARVIS & SONS, Ltd., see specially selected car bargains, page 39.—Morris House, Morden Rd., S.W.19, Liberty 4656.

**1949** (Oct.) Morris Minor tourer, maroon; £715; or exchange for pre-war quality car up to 2-litres; cash adjustment.—Box 7299.

**1949** Morris Minor, W.2, green, 5,000 miles; £760.—L. Dove, Ltd., 111-115 Addisoncombe Rd., Croydon, Addiscombe 3066. 2050

**H** A. SAUNDERS, Ltd.—1949 Morris Minor Tourer, 7,000 miles.—Austin House, 140-144, Golders Green Road, N.W.11, Speedwell 0011. 4081

## MORRIS MINOR

**1949** Morris Minor saloon, black, 7,000 miles, as new, taxed; £745.—Dalston Motors, 517 Kingsland Rd., London, E.8, Glissold 4943. 1763

**2000** miles only—1949 (Oct.) Morris Minor tourer, throughout as new; £695.—A.Z. Motors, Falmerton Rd., N.W.11, 4723. 1540

**1949** Morris Minor, maroon, beige leather, 3,000 miles only, spare unused, one owner.—Ripco, Ltd., 16, Albemarle Street, Mayfair, W.1, Regent 2952-4. 1478

**1949** Morris Minor tourer, 7,000 miles, 1 owner; £715; trade enquiries welcomed.—H. A. Saunders, Ltd., Austin House, Castle St., Worcester, Tel. 2368. 4022

**1949** (Aug.) Morris Minor tourer, grey, beige leather, 9,000 miles; £710.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. 4119

**1949** Morris Minor saloon, black, light lawn pigskin leather upholstery, genuine 4,000 miles only, loose covers, Windstone horns, many extras, immaculate condition; £755.

**J** OHN JORDAN, Laburnum Rd. Garage, Sandy, Beds. Tel. 64. 1249

**£475**—October, 1949, Morris Minor, black, beige leather, a little sparker, maintained and serviced by distributors since new, very small mileage even for a car just over 12 months old.

**C** AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). 400 cars actually in stock; write for post-free catalogue; hire-purchase, part-exchanges; free delivery.

**1949** Morris Minor saloon, black, beige leather upholstery, 6,000 miles, authenticated; £775.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4, Tel. Hendon 1423-4 1361

**1949** Morris Minor tourer, 8,000 miles, fitted with beige upholstery; £695.—Birkett Motors, Ltd., 544 and 546, High Rd., Leytonstone, E.11, Leytonstone 5259. 4400

**1949** Morris Minor tourer, 1,700 miles. £725; 1948 Morris 10, small mileage, one owner, £695, taxed; 1949 Morris 12, Club coupe, in wonderful condition, £250, taxed. Archway Garage, 120a, Walmer Rd., W.10, Park 7271. 4201

**N** AYLOR & ROOT, Ltd.—1949 Morris Minor saloon, cherry red, beige upholstery, very carefully maintained, any trial; £735; 3 months' guarantee; choice of 250 quality cars; demonstrations within 10 miles; terms available.—25, East Hill, S.W.18, Batt. 5272. Open 9-6 each week-day including Saturday.

**1949** (November) Minor tourer, maroon, 6,700 miles, fitted loose covers, electric clock, water thermometer, ammeter, foglamp, Fram, wind-tone horns, Vokes d/r, de-froster, wing mirror perfectly maintained by owner only, unmarked, spare bulbs, plus gasket set; £750 or near.—Richmond, Westoning Manor, Bedfordshire 1320

## Morris Minor Cars Wanted

**C** AR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1, Euston 1212. 0716

**I** NEED post-war Morris Minor immediately.—21, Kirkstall Rd., S.W.2, Tulse Hill 1288 (day).

## MORRIS EIGHT

**J** CORYTON, Ltd.,

**1947** (May) Morris 8hp 2-door sun saloon, black, exceptionally clean and mechanically guaranteed; £595.

**139**—149, Fulham Rd., S.W.3, Ken. 1410. 3928

**G** P. (BALHAM), Ltd., offer—

**255** gns.—1938 Morris 8 saloon, excellent coachwork, good mechanical order, any trial, choice of two.—2c, Balham Hill, S.W.12 (100yds. Clapham South Tube). Balham 1107-8-9. 1015

**M** ARBLE ARCH (WATFORD).

**1938** Morris 8 saloon; £295.

**W** E welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, phone or write.

**M** ARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Tel. 445. 3591

**C** LANFIELD LAWRENCE offer—

**£525**—1948 Morris 8 saloon, black.—407, High Rd., S.W.12, Finchley 0591. 3373

**H** OLDTOCK ENGINEERING, Ltd.,

**1947** Morris 8 saloon, black, leather upholstery, 13,000 miles, as new.—3755

**S** EPT 1946 Morris 8 2-door saloon, 1 owner, fitted new engine; £485.

**S**UTTON VALENCE ENGINEERING WORKS, Maidstone, Kent, Tel. Putney 3510-4. 3663

**1948** Morris 8 saloon de luxe, 2 colours, 16,000 miles, beautiful car; £595.

**C** & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Tel. 445. 3441

**1938** Morris 8 2-door saloon de luxe, very nice condition throughout; £295.

**C** OLE'S GARAGES, Worpole Rd., Wimbledon, London, S.W.15, Tel. Wimbledon 3614. 3663

**1948** Morris 8, one owner, low mileage, perfect condition; £625; 3 months' guarantee.

**C** ARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13 Lee Green 0254. 2356

**1936** Morris 8 4-seater tourer, very reasonable chassis coachwork road, taxed; £150.

**T**IMMS MOTORS, Colindale Rd., Upper Richmond Rd., S.W.15, Tel. Putney 3510-4. 3663

**£575**—1947 (Oct.) Morris 8 saloon, black, brown leather upholstery, low mileage, one careful owner.

**M** ARKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0558/2619. 3254

**1946** (December) Morris 8 4-door s.h. saloon, 1 owner, clean; £525.—Cranmore, Tel. 2040 Potters Bar.

**1947** Morris 8 2-door saloon, black, 24,000 miles, just fitted reconditioned engine, very good condition.

**J** OHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. 4341



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**JARVIS & SONS, Ltd.** see specially selected car bargains, page 39.—Morris House, Morden Rd. S.W.19. Liberty 4656. [4308]

**1938** Morris 8 saloon, in excellent order throughout, black, red leather; 2,035; 5 months guarantee; terms and exchanges. [4308]

**JACK WILLIAMS, MOTORS, Ltd.** 169, Priory Rd. Hornsey, Mountview 5228 and 5774. [4434]

**1938** Morris 8 2-door saloon; £270.—Johnston's Service Garage, 1a, Midway Avenue, Islington, N.1. Canonbury 6866. [4415]

**MORRIS 8** 1947 2-door saloon, black, brown hide, one careful owner, 18,000 miles only, immaculate; £525.—Cranleigh Motors, Cranleigh 523. [3642]

**1938** Morris 8 2-door saloon, black with red leather upholstery; £285.—Tinkard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [2938]

**1947** Morris 8hp 2-door fixed head saloon; £500.—John W. Whalley, London Rd., Bishop's Stortford (res. 1922). Tel. 181 and 182. [1542]

**1936** Morris 8 2-door saloon, black with blue leather upholstery; £218.—Tinkard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [4415]

**1939** Morris 8 saloon; £385 or 30 monthly instalments of £15/10/6.—The Cooden Engineering Co., Ltd., Bexhill. [3810]

**£175**—Sept. '48 Morris 8 4-str. tourer, new hat-terry, universal, brakes relined, grand little car.—47, Abbeville Rd., Clapham, Tel. 4805. [4176]

**BRUTONS, Ltd.** offer:—1939 Morris 8 2-door saloon, black, second, eng., clutch, etc.; crankshaft recently run in showroom condition, taxed; £375. [4176]

**14** Oaten Mews, Emperor's Gate, S.W.7. Western 1811. [1811]

**1939** (September) Morris 8 2-door de luxe saloon, black/brown leather; £370.—Vandervell's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [4256]

**1948** Morris 8 4-door de luxe, grey, sliding roof, leather upholstery, low mileage. £600.—Bridge Motors, Church St., Rickmansworth. Tel. Rickmansworth 2362. [4272]

**WALTER SCOTT, Ltd.**—1937 Morris 8 de luxe saloon, blue, excellent condition; £250. Ascent Parade, 39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [1301]

**1948** Morris 8, 14,000 miles, black, brown leather; £605.—Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 5762 and Mai. 2873. [4352]

**225** gns.—Morris 8 1936 de luxe saloon, black, sliding head, blue leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4352]

**1937** Morris 8 saloon, immaculate, blue and black coachwork, nice interior, nice performance, bargain. £229 cash or £79 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [3878]

**1937** Morris 8 saloon, immaculate, blue and black coachwork, nice interior, nice performance, bargain. £229 cash or £79 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [3878]

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**TANKARD & SMITH, Ltd.** offer 1948 Morris 10 saloons, choice of two, both in black with brown leather, moderate mileage only, sunshine roofs, immaculate condition; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King Rd., S.W.3. Tel. Flaxman 4801-2-3. [3708]

**Morris Ten Cars Wanted**  
**I** NEED post-war Morris 10 urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [19718]

**R** OWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10079]

**C** ASH buyers of low-mileage Morris 10s; distance no object.—Huttons, Lord St., Southport. Tel. 2268. [4395]

**P** OST-WAR Morris 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4438. [4057]

**R** AYMOND WAY, the hire purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5863]

**MORRIS TWELVE**  
**375** gns.—1939 Morris 12 4-door sun saloon, black, red leather, one owner, new carpets, taxed, post-war condition; £130 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [3992]

**Morris Twelve Cars Wanted**  
**R** OWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10079]

**R** AYMOND WAY, the hire purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5842]

**MORRIS FOURTEEN**  
**£245**—1936 Morris 14 4-door saloon, sun roof, black, excellent mechanical condition, cellulosed black good tyres, taxed. [3275]

**X** L SERVICE STATION, Kingston Vale, S.W.15. S. Kin. 6335. [3275]

**1939** Morris 14 saloon, excellent condition throughout; out: £395.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [1005]

**1939** Morris 14 saloon, black, condition as new throughout, bargain; £425.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [4450]

**325** gns.—Morris 14 1939 de luxe 4-door saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4357]

**MORRIS TWENTY-FIVE**  
**1937** Morris 25hp saloon, one owner, very good condition; £215.—Reeves Motors, Grand Parade, Forty Lane, Wembley, Arnold 5004. [1662]

**CAR MART, Ltd.**  
**1949** Morris Oxford saloon, 1,000 miles; £1,055.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3448]

**PRIDE & CLARKE, Ltd.**  
**1949** Morris Oxford saloon, beige, 11,000 miles, heater, rear wheel spats, etc., immaculate; £975; terms 18-24 months; exchanges; lists.—Stockwell Rd., S.W.11. Brixton 6251. [4395]

**H. A. SAUNDERS, Ltd.** offer:—  
**1949** Morris Oxford saloon, grey with beige upholstery, 8,000 miles, heater, rear wheel spats, etc., immaculate; £975; terms 18-24 months; exchanges; lists.—Stockwell Rd., S.W.11. Brixton 6251. [4395]

**H. A. SAUNDERS, Ltd.** Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner). Hillside 0024. [4214]

**WARWICK WRIGHT, Ltd.** offer:—  
**1949** Morris Oxford saloon, platinum grey, beige leather, 6,000 miles; £1,075. [1344]

**WARWICK WRIGHT, Ltd.** 150, New Bond St., W.1. Mayfair 9761. [1344]

**MORRIS OXFORD, 1949, factory mileage.—Mac, Ltd.** Brambledown Rd., Wallington, Surrey. 6397. [4458]

**1949** (Sept.) Morris Oxford saloon, black, as new; £390.—Grove Motors, North Rd., Southall. [2209]

**JARVIS & SONS, Ltd.** see specially selected car bargains, page 39.—Morris House, Morden Rd. S.W.19. Liberty 4656. [4308]

**1949** Morris Oxford, heater, loose covers, 2,000 miles; £1,025.—Broadway Motors, 67, High St., Hounslow. [19524]

**MORRIS OXFORD, Sept. 1949, maroon, immaculate condition, 1,700 miles; £380.—The Barn, 39, Trumpington St., Cambridge. [4182]**

**1949** Morris Oxford saloon, green, 2,000 miles; £395.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [1647]

**GORDON CARS (LONDON), Ltd.**—1949 Morris Oxford saloon, black, 7,000 miles. Gordon House, 375, Euston Road, N.W.1. Euston 6611. [5964]

**1949** Morris Oxford saloon, nominal mileage; £395.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [9278]

**1949** Morris Oxford saloon, 8,000 miles, one owner; £395.—H. A. Saunders, Ltd., Austin House, Castle Street, Worcester. Tel. 2368. [4620]

**1949** Morris Oxford saloon, black, beige upholstery, 7,000 miles, as new; £390.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4121]

**1949** (July) Morris Oxford saloon, green, mileage 9,000; £345; also 1949 (November) black, 3,000 miles, fitted covers, heater; £1,025.—Cranmore, Tel. 2040 Potters Bar. [3930]

**1930** Morris Oxford fabric saloon, body and chassis first-class condition, engine sound, outstanding performance and brakes; £75 or offer.—Carpenter, 67, Somerset Rd., Redhill, Surrey. Tel. Nutfield Ridge 3245. [4178]

**Morris Oxford Cars Wanted**  
**C** AR MART, Ltd., wish to purchase Morris Oxford 1949, 150, Park Lane, W.1. Grosvenor 3434. [10717]

**I** REQUIRE post-war Morris Oxford urgently.—30 Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [4308]

**CAR MART, Ltd.**  
**1949** Morris Six saloon, 10,000 miles; £1,135.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5447]

**MORRIS SIX**  
**TOM GARNER, Ltd.** offer:—  
**1949** Morris Six saloon, black, with beige leather, radio, heater, etc., 2,000 miles only. [3729]

**TOM GARNER, Ltd.** offer:—  
**1949** Morris Six saloon, black, with beige leather, radio, heater, etc., 2,000 miles only. [3729]

**SAUL & SLATTER, Ltd.** offer:—  
**1949** Morris Six, black with brown upholstery, 7,000 miles, in immaculate condition throughout; £1,140. [4140]

**44/46** Aldermans Hill, N.13. Pal. Grn. 1205/1713. [3129]

**H. A. SAUNDERS, Ltd.** offer:—  
**1949** Morris Six saloon, black with brown leather upholstery, 690 miles; £1,275. [4202]

**H. A. SAUNDERS, Ltd.** Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner). Hillside 0024. [4202]

**PHILIP RICKARDS, Ltd.** offer:—  
**1949** Morris Six, maroon/beige, 12,000 miles.—3105, Brick St., Park Lane, London, W.1. [4104]

**1949** Morris Six, 8,000 miles, unmarked. [4104]

**GUY ALFRED & Co., Ltd.** 6-7, Warren St., W.1. Euston 3268. [11108]

**6000** miles.—1949 (Oct.) Morris Six saloon, maroon, faultless.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) [4105]

**1949** Morris Six maroon, heater, 8,000 miles; trade and part-exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4438. [3466]

**MORRIS MISCELLANEOUS**  
**TANKARD & SMITH, Ltd.** offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King Rd., S.W.3. Tel. Flax 4801-3. [3779]

**MORRIS** cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Mauds of Norwich, Ltd. (Morris distributors), 105-110, Prince of Wales Rd., Norwich, Tel. Norfolk 20541. [10105]

**Morris Miscellaneous Cars Wanted**  
**R** OWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10079]

**MORRIS** wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [10824]

**CAPFFYNS, Ltd.** are good buyers of post-war Morris cars.—Chapel Rd., Worthing. Tel. 2340. [3887]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** wish to purchase all models Morris. Wembley 3903. [8001]

**URGENTLY** required, all makes of Morris cars.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [10824]

**CASH** buyers of low-mileage Morris Minor, Oxford and 8hp, no exchange no object.—Huttons, Lord St., Southport. Tel. 2268. [4395]

**JARVIS & SONS, Ltd.** Morris House, Morden Rd., S.W.19. are buyers of all models of Morris cars. Tel. Liberty 4656. [4308]

**JACK OLDING, Ltd.** 8-10 North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [10814]

**A** PPROACH us first before disposing of your Morris car.—Tinkard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [3717]

**WE** are cash buyers of all Morris post-war models.—The Warren Motor Co., 355-355, Euston Rd., London, N.W.1. Euston 7751. [6891]

**Morris Spares and Service**  
**FOR** Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 9061.) [4071]

**FOR** Morris mudguards, running boards, 1930-46, 5 Brooks 5 and 6 Frederick Place, Brighton. Brighton 21147. [10894]

**BARKER'S MOTORS (LONDON), Ltd.** Tel. Balham 6666. For Morris spares; sales and service. 209 Balham High Rd., S.W.17. [10521]

**OLDSMOBILE**  
**1937** Oldsmobile saloon, fine order, appearance like new. [11111]

**GUY ALFRED & Co., Ltd.** 6-7, Warren St., W.1. Euston 3268. [11111]

**DISTRIBUTORS (RAWLENCE), Ltd.** Sales, Service and Spares, Blindley Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1. [10113]

**1936** 6-cyl. Oldsmobile saloon in really good order; D. Blindley Heath, Nr. Lingfield, Surrey. [10113]

**£495**—1938 Oldsmobile 4 drop head coupe with "dickie", immaculate appearance, good mechanical order.—Traynor Motors, Ltd. Tel. Grange-road 2530. [3563]

**1947** Oldsmobile 4-door saloon, first registered 1948, hydromatic drive, radio, heater, covers, etc. low mileage.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557-6970. [19911]

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., Service, Lexington St., W.1 (Clerard 8600). Spare Parts: Kensington Place, Camden Hill Rd., W.8 (Park 9611). [10576]

**Oldsmobile Cars Wanted**  
**COWLEY MOTORS** require a low mileage Oldsmobile.—473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [13796]

**Opel Cars Wanted**  
**R** OWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10080]

**PRIDE & CLARKE, Ltd.** the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tel. 6666. [16039]

**Opel Spares and Service**  
**MAYNOR MOTORS, Ltd.** distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944. [10824]

**PRIDE & CLARKE, Ltd.** new brake and clutch linings, valves, springs, piston rings, Opel Cade; crown wheels and pinions now in stock; quotations.—Stockwell Rd. S.W.9. Bri. 6251. [10824]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## PACKARD

## SIMPSON'S MOTORS offer:

**1947-8** Packard Clipper, right-hand drive, 4 beautiful appearance, genuine low mileage, post-war car.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 3903. [1385]

**HAROLD RADFORD & Co., Ltd.:**

**1947** (first registered) Packard super 8 limousine, £10 tax; electrically operated division.

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

**JOE THOMPSON (MOTORS), Ltd.**, offers:

**1939** sedan de ville 32.5 Super 8 de luxe, very low mileage, special English body, an outstanding car.

**1937** Packard 120 saloon; £325.

**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4858.

**LEONARD WILLIAMS & Co. (1940), Ltd.**, Great West Rd., Brentford, Middlesex. Ealing 3400.

**PACKARD** sole concessionaires offer a selection of approved late model Packard cars.

**LEONARD WILLIAMS & Co. (1940), Ltd.**, Great West Rd., Brentford, Middlesex. Ealing 3400.

**£325** in excellent condition; reason for sale, new car. Cunningham 1191.

**£850**—Packard Super 8 limousine 8-seater, ex-corporation, £10 tax, owner, taxes, 180-184, West End Lane, N.W.6, Hampstead 6490, 14315.

**1948** Packard Super 8 saloon, full of luxuries, immaculate low mileage, immaculate condition. —Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557/5970.

**LIMOUSINE 1937** Super Eight 32hp, partition, 19912 forward occasional, 28,000. £1,140. Seen: Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941.

**PACKARD V12** in immaculate condition, fitted with Perkins light high speed diesel engine, giving approximately 35mpg; price £1,250.—Church Road Kings, Co. Ltd., Dock Road, Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127.

**1938** (May) Packard Straight 8 7-passenger limousine, face forward occasional, black, fawn cloth rear, black leather front, immaculate and imposing car, delightful performance; written guarantee; terms, exchanges. —H. F. Edwards, 154, Oct. Titchfield St., W.1. Lane 4801/2/3.

**TANKARD & SMITH, Ltd.**, offer 1936 Packard 120 d.h. coupe, in black, with black leather upholstery, condition of coachwork and interior can only be described as immaculate, mechanically much above average; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4901-2/3.

**PACKARD CARS WANTED**  
**ROWLAND SMITH'S**, the Packard buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, wish to purchase all models Packard, Wembley 3903. [1385]

**JOE THOMPSON (MOTORS), Ltd.**, Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858.

**7 SEATERS** privately owned modern limousines required, cash waiting, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [1223]

**LEONARD WILLIAMS & Co. (1940), Ltd.**, sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400.

**JOE THOMPSON (MOTORS), Ltd.**, Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858.

**PONTIAC**  
**HAROLD RADFORD & Co., Ltd.**

**1948** (first registered Jan., 1949) 6-cylinder Pontiac 4-door saloon de luxe, 15,000 miles.

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

**JOE THOMPSON (MOTORS), Ltd.**, offers:

**1949** Pontiac Silver Streak saloon, R.H.D., colour blue, fitted radio.

**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4858.

**1947** Pontiac Six saloon, l.h.d.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [14239]

**ARCHIE SIMONS & Co., Ltd.**—1940 Pontiac 28hp saloon, colour blue, cloth upholstery throughout; £575.—94, Oct. Portland St., W.1. Lane 1343. [14019]

**Pontiac Cars Wanted**  
**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, wish to purchase all models Pontiac, Wembley 3903. [1385]

**HOWLEY MOTORS** require a low mileage Pontiac, 473 Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [13798]

**RACING CARS**  
**CONTINENTAL CARS offer:**

**MASERATI**, choice of two 2.9 Monoposto cars.

**BUGATTI 3.3-litre Grand Prix car.**

**CONNAUGHT**, choice of two 2-seater team cars.

**LSO** single-seater racing car, ex Peter Clark, L.F. engine, H.R.G. chassis.

**RDERS** taken for single-seater racing Connaughts.

**PORTSMOUTH ROAD, Send, Surrey.** Ripley 3122.

**VINTAGE** Sunbeam Tiger supercharged 4-litre 2-cylinder, holder of many world records by Seagrave and Campbell, 150 mph, completely reconditioned in 1949 by Monocarb but needs attention; £675 or near offer; plenty of spares included.—James, Molesheim, Hanbury, Bromsgrove, Hanbury 280.

**BECAUSE** he is changing over to 500 racing, Oscar Moore wishes to dispose of the O.B.M.; this most successful car—Manx Cup and many other wins this year—is in ready-to-race condition and has just been re-spaved; several hundred pounds worth of spares are included; the owner considers that it is of more value as a potential winner than some machines priced at over £2,000, but is prepared to take considerably less than that figure; part exchanges would be considered and hire purchase arranged.—204, Ballard's Lane, N.3. Pincley 7050.

## RACING CARS

**COOPERS GARAGE (SURBITON), Ltd.**, of Surbiton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821]

## RAILTON

**ACLAND & TABOR, Ltd.**, offer:

**1938** Railton 28hp saloon, black, blue leather, unmarked condition, new tyres, very fast; £475.

**APPLY WELWYN 481**

**S. G. SMITH (MOTORS), Ltd.**, offer:

**1937** Railton 30hp, 15mpg, 90mph, immaculate condition; 1950; 50 other guaranteed used cars.

**S. G. SMITH (MOTORS), Ltd.**, 13-19, East Dulwich Rd., E.22. New Cross 4444.

**1935** Railton saloon, excellent condition, 4 new tyres; £175.

**THE FORGE GARAGE (PETERSHAM), Ltd.**, 132, Petersham Rd., Petersham, Surrey, Richmond 1854.

**£195**—28hp Railton d.h. foursome coupe, 1935, 20 m.p.g.—Box 7222.

**1936** Railton 28hp saloon, very good order throughout, fitted radio, Autowork (Winchester), Ltd., Tel. Winchester 4834/3406. [2851]

**£525**—Very scarce Railton 10hp drop head coupe, primary run of 1934, and exclusively and handsomely styled coachwork, finished ash grey with red leather upholstery, fully reconditioned engine fitted and thorough mechanical overhaul May last, complete steering overhaul last month (bills available for work carried out), new engine run approximately 4,000 miles, must appeal to discerning purchaser requiring something out of the ordinary run of cars, and which is obviously in 100% mechanical order; fully guaranteed by

**CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds.** Tel. 2041 (5 lines). 400 cars actually in stock; write for price list, catalogue; hire purchase, part exchanges free delivery. [4034]

**RAILTON CARS WANTED**  
**A-ONE MOTORS (LONDON), Ltd.**, 28b, Belgrave Rd., S.W.1; always buyers of good Railtons. [1936]

**CASH** immediately for good Railton.—H. F. Edwards, 154, Oct. Titchfield St., W.1. Langham 0012. [4293]

**RENAULT** cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656

**ROUNDABOUT** offer:

**1939** Renault 12 drop head coupe, 29,000 miles recorded, in original condition throughout; £350.

**ROUNDABOUT GARAGE**, Western Ave., Greenford, Middx. Waxlow 1071-5.

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, have a small selection. [0126]

**1939** Renault 18hp saloon, black, engine just reconditioned, car excellent condition throughout; also 200 guaranteed used cars of all makes.—Wembley Court Motors, High Rd., Wembley 3903. [4451]

**265** gns.—Renault 12 (Nov. 1938) drop head coupe, miles, maroon, fawn leather, good tyres, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4353]

**ROWLAND SMITH'S**, the Renault buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127]

**Renault Spares and Service**  
**WELHAM'S RENAULT SALES & SERVICE SPARES**, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [0125]

**BOON & PORTER, Ltd.**

**1949** series 2½, leather upholstery, 15,000 miles; H.M.V. radio; one owner; faultless; £1,450.

**CASTELNAU**, S.W.13 (by Hammersmith Bridge), Riverside 4444. [4062]

**LAYTONS OF OXFORD**, offer:

**£875**—1946 Riley 1½-litre saloon de luxe, finished in black with brown leather upholstery, this car has been very well maintained since new; terms over 24 months if required.

**LAYTONS**, New Rd., Oxford. Tel. 3321. [3699]

**MARBLE ARCH (WATFORD):**

**1935** Riley 12hp saloon, completely overhauled; £325.

**1937** Riley 9hp saloon; £375.

**WE** welcome part exchanges; cars and commercial vehicles bought for spot cash. H.P. and insurances arranged. Call, phone, write.

**MARBLE ARCH MOTOR SUPPLIES, Ltd.**, Lower High St., Watford, Tel. 4491. [3896]

**ACLAND & TABOR, Ltd.**, offer:

**1938** Riley Adelphi Big 4 3-speed crash type gear box with overdrive, black, beige leather, condition almost perfect.

**APPLY WELWYN 481**

**A GUY SALMON AUTOMOBILES, Ltd.**, offer:

**1949** Riley 1½-litre saloon, 16,000 miles 1 owner, faultless condition; £1,275.

**RILEY 1½-litre speedster 4-light Kestrel saloon**—opportunity to acquire a perfectly maintained example of this famous model: £450.—Portsmouth Rd., Thames Ditton, Esherbrook 551-2-3. [2362]

**1947** Riley 2½-litre saloon, clean, sound car; £1,075.

**SUTTON VALENTINE ENGINEERING WORKS**, Malden, Kent. Tel. Sutton Va. 2275. [3665]

**H. A. BAUNDELL, Ltd.**—1947 2½-litre saloon, 22,000 miles; £1,095.—Below.

**H. A. SAUNDERS, Ltd.**—1949 2½-litre 3-str. 3,000 Green Rd., N.W.11. 140-144, Golders Green Rd., N.W.11. [4271]

**£325**—Riley 12 saloon, 1937 model, respaved, £255 mechanically sound.—Box 7304.

**SESSX** specialists for reconditioned Riley cars re-spares—Lewes Motors, Ltd., Lewes.

**BEARTS** of Kingston, Riley specialists sales, spares & repairs.—102 Station Rd., Kingston, Kingston 3348

**1948** 11,000, £1,395; as new.—Cranmore, Tel. 2040 Potters Bar.

**4000** & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4241]

**GORDON CARS (LONDON), Ltd.**—1949 Riley 1½-litre saloon, green, 10,000 miles.—Below.

**GORDON CARS (LONDON), Ltd.**—1949 Riley 1½-litre saloon, maroon, 10,000 miles.—Below.

**GORDON CARS (LONDON), Ltd.**—1948 Riley 1½-litre saloon, green, 16,000 miles.—Below.

**GORDON CARS (LONDON), Ltd.**—1948 Riley 1½-litre saloon, maroon, 16,000 miles.—Below.

**1949** Riley 1½-litre saloon, black, maroon leather, mileage negligible, one owner; choice of two.

**1948** Riley 1½-litre saloon, black, brown upholstery, 12,000 miles only; spare unused.—Nipco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/4.

**1937** Riley 9 Merlin, beautiful condition, engine overhauled; nearest £330.—Hodgetts, 164, Probert Rd., Wolverhampton.

**1937** model Riley 9 Victor saloon, excellent condition; £375.—Jacqueline, Ltd., 225-7, Hammer-smith Rd., W.6. Riverside 6677-8.

**1950** model Riley 2½-litre Roadster, 2,000 miles, Martin's Lane, W.C.2. Tem. 3588.

**1949** British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.1. Tem. 3588.

**1948** Riley 1½-litre saloon, finished black, 35,000 miles, 1900. Mack & Co. [3806]

**1934** Riley 9 Monaco saloon, taxed, excellent condition 4 new tyres, 2000s.—White & Engineering Co., Barnes. Prospect 5161.

**1949** Riley 2½-litre 2-seater, black, mileage 7,000, trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2.

**1948** Riley 1½-litre 6-light saloon, special all-aluminum body, 18,000 miles; £1,050 or offer.—Kings Motor, High St., Moulton 4444. [4207]

**GATEHOUSE** offer 1935 (November) Riley 12 saloon, G. exceptional condition; £325.—Gatehouse Motors, Ltd., Highgate Village, London N.22. [3036]

**1935** Riley 12 saloon, 1949 2½-litre Riley saloon, radio, heater, 3,500 miles, immaculate; £1,750.—Broadway Motors, 67, High St., Hounslow. Tel. 201.

**£325**—1936 Riley 1½-litre saloon, modern gear box and overdrive, very good condition throughout, taxed.—362, Upper Richmond Rd., South Sheen. [4134]

**14,000 miles**—1949 (April) Riley 2½-litre saloon, black and cream, red leather, radio.—Ernest Sutton, Cleeve Hill 55 (Cheltenham). (Trade enquiries only please.) [3995]

**PERFORMANCE CARS**, the sports car specialists, of 21, Daleham Mews, Belbus Lane, N.10 3 (Hampstead 1111) always have a good selection of Riley cars and are regular cash buyers.

**1948** (June) 2½-litre Riley 4-dr. sal., fitted with 1200cc. engine, repainted and engine overhauled. [4225]

**14,000 miles**—Rickford, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple Bar 3358. [3773]

**1939** completely overhauled October, 1950, faultless throughout; £395.—Bruce France 8a, Cromwell Mews, South Kensington, S.W.5. [4122]

**£215**—1935 Riley 1½-litre Ford sports saloon, a genuine car in fairly original condition, faultless performance, taxed.—Bray Motors, 180-184, West End Lane, N.W.7. South Woodford, E.16. [4177]

**1946** (first registered November) 1½-litre Riley saloon, finished gunmetal and red leather upholstery, radio, and loose covers; £885.—Birkett Motors, Ltd., 72-74, High St., South Woodford, E.16. [2382]

**1946** (Nov.) Riley 1½-litre saloon, black, all green leather, one owner, 21,000 miles, as new; 2500 cc. Gilson sports (Christchurch), 1201, Lombard Rd., Christchurch, Hants. Tel. 1681. [4122]

**£285** or by instalments.—1936 Riley 9hp Kestrel saloon, free 12 month third party insurance, 3 months' written guarantee; £285.—Stuart Wilton, 355, Pincley Rd., London, N.W.3. Hampstead 5712 and 5532. [4463]

**1948** 1½-litre Riley saloon, very low mileage, taxed, radio and heater, black with brown leather upholstery, this car is immaculate, unmarked and as new, first reg. July 1948; £1,175, or near offer.—Wadsworth, 10, Upper St. Martin's Lane, W.C.2. [3668]

**1950** 2½-litre Riley roadster, 6,000 miles only, radio, in immaculate condition, a unique opportunity to secure one of these most attractive sports models, priced at £1,175, or near offer.—Wadsworth, 10, Upper St. Martin's Lane, W.C.2. [3668]

**595** gns.—Riley (June 1940) 1½-litre foursome drop head coupe, grey, fawn leather, unworn tyres, recent £115 overhaul, very carefully used, exceptional condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4356]

**1936** Riley 1½-litre saloon, excellent mechanical order; bodywork reconditioned black and silver and in faultless condition; fitted wheel discs, handsome, fast and reliable car; offered at the remarkably low price of £375; three months' written guarantee.—Chain Garages, Ltd., Hanger Lane, Western Ave., W.5. Perpetua 4444. [3771]

**TANKARD & SMITH, Ltd.**, offer 1935 Riley 9hp Imp super sports two-seater, colour maroon with red leather upholstery; special engine, specification incorporating twin carburetors, scintilla vertex magneto, preselector gear box; whole car in immaculate condition throughout; £525; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801/2/3. [3711]

**Riley Cars Wanted**  
**THE CAR MART, Ltd.**, wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969]

**D.C.S.**  
**The Riley buyers.**

**DICKS CAR SALES**, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9.

**CASH** buyers of post-war Riley cars.—Chapel Rd., Worthing, Tel. 2340.

**CASH** buyers of low-mileage 1½-litre Rileys, distance no object.—Huttons, Lord St., Southampton, Tel. 2268.

**WANTED**, privately 1½, Riley, under 15,000 miles, 3 months' written guarantee, £1,175, or near offer.—W. J. Angier, 24 Lyndhurst Rd., London, N.W.5. [4241]

**URGENTLY** required, low-mileage 1947-9 Riley 1½-litre saloon, 14,000 miles, 1948 Riley 1½-litre saloon, 16,000 miles, 1949 Riley 1½-litre saloon, 18,000 miles, 1950 Riley 1½-litre saloon, 20,000 miles, 1951 Riley 1½-litre saloon, 22,000 miles, 1952 Riley 1½-litre saloon, 24,000 miles, 1953 Riley 1½-litre saloon, 26,000 miles, 1954 Riley 1½-litre saloon, 28,000 miles, 1955 Riley 1½-litre saloon, 30,000 miles, 1956 Riley 1½-litre saloon, 32,000 miles, 1957 Riley 1½-litre saloon, 34,000 miles, 1958 Riley 1½-litre saloon, 36,000 miles, 1959 Riley 1½-litre saloon, 38,000 miles, 1960 Riley 1½-litre saloon, 40,000 miles, 1961 Riley 1½-litre saloon, 42,000 miles, 1962 Riley 1½-litre saloon, 44,000 miles, 1963 Riley 1½-litre saloon, 46,000 miles, 1964 Riley 1½-litre saloon, 48,000 miles, 1965 Riley 1½-litre saloon, 50,000 miles, 1966 Riley 1½-litre saloon, 52,000 miles, 1967 Riley 1½-litre saloon, 54,000 miles, 1968 Riley 1½-litre saloon, 56,000 miles, 1969 Riley 1½-litre saloon, 58,000 miles, 1970 Riley 1½-litre saloon, 60,000 miles, 1971 Riley 1½-litre saloon, 62,000 miles, 1972 Riley 1½-litre saloon, 64,000 miles, 1973 Riley 1½-litre saloon, 66,000 miles, 1974 Riley 1½-litre saloon, 68,000 miles, 1975 Riley 1½-litre saloon, 70,000 miles, 1976 Riley 1½-litre saloon, 72,000 miles, 1977 Riley 1½-litre saloon, 74,000 miles, 1978 Riley 1½-litre saloon, 76,000 miles, 1979 Riley 1½-litre saloon, 78,000 miles, 1980 Riley 1½-litre saloon, 80,000 miles, 1981 Riley 1½-litre saloon, 82,000 miles, 1982 Riley 1½-litre saloon, 84,000 miles, 1983 Riley 1½-litre saloon, 86,000 miles, 1984 Riley 1½-litre saloon, 88,000 miles, 1985 Riley 1½-litre saloon, 90,000 miles, 1986 Riley 1½-litre saloon, 92,000 miles, 1987 Riley 1½-litre saloon, 94,000 miles, 1988 Riley 1½-litre saloon, 96,000 miles, 1989 Riley 1½-litre saloon, 98,000 miles, 1990 Riley 1½-litre saloon, 100,000 miles, 1991 Riley 1½-litre saloon, 102,000 miles, 1992 Riley 1½-litre saloon, 104,000 miles, 1993 Riley 1½-litre saloon, 106,000 miles, 1994 Riley 1½-litre saloon, 108,000 miles, 1995 Riley 1½-litre saloon, 110,000 miles, 1996 Riley 1½-litre saloon,



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Riley Cars Wanted

**R**OWLAND SMITH'S, the Riley buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (10983)  
**R**YTH & COLIAL MOTORS, Ltd. require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tel. 3588.  
**B**LAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool 1. Tel. Royal 6822.  
**J**ACK ROSE, Ltd., require low mileage post- and pre-war Riley cars.—Stadford Rd., Wallington, Surrey. Wallington 6677/8.  
**A**PPROACH us first before disposing of your Riley car.—Tinkard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3.  
**U**RGENTLY required, 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialist, Sharnhurst Lane, Rother, Southam, 132. (3626)  
**M**OTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., Finchley Station, N.4. Tudor 2301-2. (7358)  
**W**ANTED privately, 1947 Riley 1½-litre, state condition, mileage, colour and price.—K. Uglow, 77 Station Rd., Chingford, E.4. Sil. 2565.  
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**R**OOT MOTORS, Ltd.  
**A**RCOT MOTORS, Ltd.—Preselector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.5. Kensington 7301. (10238)  
**B**OOK & PORTER, Ltd.

**R**ILEY distributors.—Spares and specialised service.—R. Castelnau, Barnes, S.W.13. Riverside 4444. (10147)  
**P**ERFORMANCE CARS for pre-war Riley spares, repairs.—Daleham Mews, N.W.3. Hamstead 111.  
**H**ARTLEY'S for Rileys, spares and service.—165-171, Stantand Rd., Forest Hill, S.E.25. Forest Hill 2344-5. (10246)  
**P**RESELECTOR gear box service: spare parts supplied; recommendations.—H. & A. Engineers, 35, Grant Rd., Addiscombe, Croydon, Surrey. (0781)  
**W**HEN in the West consult the Riley specialists; comprehensive stock of spares and immediate attention.—Pasey Motors, Ltd., 176, Kellaway Ave., Bristol, 1. Tel. 43069.  
**J**. JAMES (LONDON), Ltd., carry the largest stock of Riley parts in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (10092)  
**R**ILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (11258)

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**P** B LTD.  
**R**OLLS-ROYCE specialists 40 years.

**1937** 30hp Rolls-Royce saloon with division by H. J. Mulliner.  
**1935** 25hp Rolls-Royce Tickford with division.  
**1934** 25hp Rolls-Royce sports saloon by Hooper.  
**1933** 25hp Rolls-Royce saloon with division by Park Ward.  
**1932** 25hp Rolls-Royce sports saloon by Hooper.

**1931** (first reg. 1935) 40-50hp Rolls-Royce, originally fitted with full length 4-door, 4-light body by Windover, front part original; rear section has been modified for carrying goods, colour dark green and black with brown leather upholstery, has been run on licence.  
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**H**AROLD PERRY, Ltd., Invicta Works, 279, Ballard's Lane, North Finchley, N.12. Tel. Hillside 4444.  
**1937** Rolls-Royce Phantom III, body by Windover, brown leather interior, colour dark maroon, car has been completely reconditioned, £685 mechanical overhaul November, 1949, car in immaculate condition; £2,000.  
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**OFFICIALLY** appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork; offer a 1939 Park Ward 7-seater limousine, black, 25,000 miles, excellent condition; price £3,250.  
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**1948** Silver Wraith 7-seater limousine by Park Ward.  
**1937** Phantom III 7-seater limousine by Rippon.  
**1936** (Nov.) 30hp touring limousine by Rippon.  
**1935** Phantom II drop head coupe by Gurney Nutting.  
**1934** 25hp 4-door sports saloon by Hooper.

**Y**OU can buy with confidence from the largest distributors.  
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**1936** 25hp Rolls-Royce owner-driver sedan, 4-door, 15,000 miles, private owner since new. Rolls history, genuine small mileage.  
**1935** 25hp Rolls-Royce Park Ward owner-driver sports saloon division, radio, in superlative condition.  
**1937** Thrupp & Maberly, Rolls history, faultless condition, might consider exchange smaller car.—Sunny-side, Haringey, Petersfield. Tel. Harting 285. (13645)

**1937** Thrupp & Maberly, Rolls history, faultless condition, might consider exchange smaller car.—Sunny-side, Haringey, Petersfield. Tel. Harting 285. (13645)  
**R**. C. MORTLAKE, 255, Kensal Rd., London, W.10. Ladbroke 3155. (13141)

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**17**, Berkeley Street.

**G**REAT Britain's leading specialists in Rolls-Royce and Bentley cars.  
**P**ROUD members of the Swain Group.

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**1935** Rolls-Royce 20/25 limousine by Barker; colour black with black leather upholstery to front and beige cloth to rear; this car is fitted with O/S mounted spare with cover, two P.F. occ. seats and mohair rug.—H. 561.  
**1935** Rolls-Royce Phantom II 4-light limousine by Barker; colour black with black leather upholstery to front and grey cloth to rear; this car is fitted with face-sideways occ. seats, spare with cover mounted on O/S wing, riding controls; H.5447.

**1936** Rolls-Royce 20/25 Owen Sedan coupe by Gurney Nutting, colour blue with grey leather upholstery, fitted with chrome luggage carrier to rear, rear mounted spare with cover; H.5515.  
**1936** colour black with dark blue leather upholstery to front and beige cloth to rear; this car has side mounted spare, two S.F. occ. seats and two picnic tables; H.5531.

**1936** Rolls-Royce Phantom III razor-edged sports saloon by H. J. Mulliner, colour racing green, with fawn everest upholstery to front and grey hide to rear, fitted with picnic tables, 6/M spare with cover; H.5696.  
**1936** Rolls-Royce 25/30 4-door 4-light Sedan de Ville by Hooper, colour black with black leather upholstery to front and brown cloth to rear; this car is fitted with O/S mounted spare, cocktail cabinet, two P.F. occ. seats; H.5757.

**1939** Rolls-Royce Wraith sports saloon by H. J. Mulliner, colour dark blue with chrome waist band and light fawn hide upholstery, this car is fitted with picnic tables, footrests and 8/M spare with cover; H.5697.  
**1939** Rolls-Royce Phantom III 2-door razor-edged sports saloon (88) by James Young, in black with brown leather upholstery, this car is fitted with bumpers with overriders front and rear, Cantilever doors, electrically-operated sliding roof, O/S mounted spare with cover, cocktail cabinets in each side to rear seat, two picnic tables; H.5725.

**ALL** cars carry our unique six months' guarantee; please tel. or write for details to:—  
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**L**ARGEST Official Retailers of Rolls-Royce and Bentley; list of used models on request to  
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**R**OLLS-ROYCE specialists 40 years.  
**P**ICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.  
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**OFFICIAL** Rolls-Royce and Bentley retailers.  
**OFFER:—**  
**1949** (Nov.) Park Ward enc. drive limousine, metallic grey with beige leather, only 2,000 miles.  
**1939** (May) Wraith razor-edged saloon with div. by Freestone & Webb, metallic grey with beige cloth to rear and maroon leather to front, mileage 25,000.  
**1933** 20-25 enc. drive limousine by Hooper, black with blue leather front, fawn cloth to rear, mileage 34,000.  
**D**ELIVERY of new and used cars quoted on application.  
**A**UDLEY House,  
**N**ORTH Audley St. W.1. Mayfair 5242. (3803)  
**H**AROLD RADFORD & Co., Ltd.

**I**NVITE you to call and inspect their unique selection of Rolls-Royce cars.  
**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).  
**M**ASCOT MOTORS, Ltd., offer the following:—

**1936** (November) 30hp sports saloon by Young.  
**1935** (October) 25hp sports saloon by Arnold.  
**1935** 25hp streamlined foursome coupe by Barker.  
**1933** (October) T. & M. swept back limousine.  
**1933** 40-50hp Windover sports saloon with division.  
**1930** 25hp Carlton 4-light saloon.

**W**e are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.  
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**ROLLS-ROYCE** limousine 40/50 f.w.b. 1925 but extremely good condition and appearance, first reasonable offer, might consider exchange smaller car.—Sunny-side, Haringey, Petersfield. Tel. Harting 285. (13645)

**ALPE & SAUNDERS** Rolls-Royce Limousine Special—Selection below  
**1935** 25hp, partitioned, wide forward occasional, black, exceptional value. £985.  
**1935** 25hp, Hooper, swept tail, widest occasional, immaculate, £1,280.  
**1935** 25hp, Thrupp, swept tail, partition, forward occasional, low mileage. £1,330.  
**1935** 25hp, Hooper, swept tail, widest occasional, partition, black, superb. £1,750.  
**1939** Wraith 30hp, Thrupp, partition, forward seats, black, 15,000, delightful condition.  
**1935** Phantom II Barker, partition, widest occasional, black, exceptional condition. £1,170.  
**A**LP & SAUNDERS always purchase Rolls-Royce, selected Limousines displayed. Providence Court, North Audley Street. Mayfair 2941. (2846)  
**C**LAND & TABOR, Ltd., offer:—  
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**1937** Rolls-Royce limousine, immaculate, history available; £3,000.—EX/ALKEN, London.  
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**30hp** Rolls-Royce Silver Wraith sportsman's saloon, with new limousine coachwork, sacrificed £265.  
**OFFERS** invited for these two cars, which have been maintained in first-class condition.  
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**L**AWTON GOODMAN, 36, North Audley St., W.1. (2360)  
**C**LAKE'S OF FIBRIGHT, Automobile Engineers, Telephone No. Brookwood 2401/2, officially appointed retailers of Rolls-Royce and Bentley cars, offer:—  
**1935** Rolls-Royce Phantom II limousine by Park Ward, finished in black with brown furniture, upholstery, disc wheels, low mileage; U.K. series chassis; this car is in immaculate condition; £1,250.  
**1935** 20/25 owner driver saloon by Mann Eserton, finished in black, with brown leather upholstery, disc wheels, 69,000 miles; overhauled by Rolls-Royce at 52,000 miles; this car is in first-class condition having had only one owner and maintained by Rolls-Royce; £1,400.  
**EDWARDS & Co. (BOURNEMOUTH), Ltd.**, Bournemouth, Tel. 1272-3, officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock (487)  
**1935** Rolls 7-passenger limousine seats facing forward, privately owned, bargain, £950, bargain, exchanges.—61, Albert Embankment, S.E.11. Tel. 4016.  
**1938** Rolls-Royce 25-30 Windover saloon, disassembled, appearing division, sloping boot, superb condition, £2,000; offers or exchange 25 or Phantom II.—Box 7107. (2374)  
**1936** 25 Rolls-Royce owner-driver saloon, small mileage, 2 owners, exceptional condition.—Frank Dale, 66, Princess Gate, Exhibition Rd., S.W.7. Ken. 6860. (1736)  
**ROLLS-ROYCE** 1935 25hp sports saloon, black, by Park Ward, radio, disc, chuffeur, low mileage; U.K. Flindings, 213, Wilmshw Rd., Rushmore, Manchester 14. Rushmore 2894.  
**1935** 25hp 25/30 and 25/30hp Hooper limousines, mileages all under 40,000, not ex-bire, from £1,200.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3560. (1773)  
**R**ICHIE SIMONS & Co., Ltd.—1931 Rolls-Royce 25hp 7-passenger limousine by H. J. Mulliner, leather throughout; face-forward seats; £695.—94, Gt. Portland St., W.1. Lan. 1345. (4018)  
**£335** or offers.—Rolls-Royce 1930 21hp saloon, 5,000 miles since rebore, new kingpins, brake linings, bills available.—Edwards. Tem. 1229, ex. 9550 or Pop. 4363 evenings.  
**1935** We have two Phantom II and one 25/30 7-seater, also a 25/30 bearer type hearse; all these vehicles are in first-class condition; for further particulars apply to:—  
**ARTHUR MULLINER, Ltd.**, Bridge St., Northampton. Tel. 907. (2392)  
**1936** (September) Rolls-Royce 25-30 saloon with disappearing division, Barker body, finisher very attractive shade of blue and black blue leather upholstery.—Wards of Putney, 72, West Hill, S.W.15. Vandon 1533. (1240)  
**1931** (October) Rolls-Royce 20-25 Barker saloon with division, face sideways additional seat, one private owner-driver only, passed by makers 5000; £880.—P. Dove, Ltd., 111-115, Addiscombe Rd., Craydon. Addiscombe 3066. (3827)



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## Rolls-Royce Cars Wanted

**S**OUR demand is urgent. **OWNERS** who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies London office, H. R. Owen, Ltd., 17 Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax. Yorks. Tel. Halifax 5944. [0516]

**THE CAR MART, Ltd.**, wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. **MARSHALL.**

**WANTED**, Rolls-Royce 20/22 and 20/25. All types of coachwork, any condition. **MARSHALL**, 989, St. Albans Rd., Watford, Tel. Garston 2369. [5759]

**A. ROLFE & SONS, Ltd.**, Romsey, Tel. 3185, are good buyers of Rolls-Royce and Bentley cars. **OWLAND SMITH'S** the Rolls-Royce buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. Always purchase modern 25/30hp Saloons with boot, also 7-passenger 25/30hp Limousines 1933/1948. [4508]

**A & S** urgently require Phantom II also Phantom III saloons, also 7-str. Limousines. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [1224]

**WE** are open to purchase any type pre-war Rolls-Royce cars, overhauled or otherwise.—Compton, 69, Westway St., Crystal Palace, S.E.19. Liv. 3362. [1690]

**THE SOUTHERN MOTOR COMPANY** is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath Rn. Crawley, Sussex, Crawley 437. [9636]

**THE BASINGSTOCK MOTOR CO.** purchase 20/22 P.W.S., 20/25, early 25/30 late Phantom II; any coachwork considered, buyers especially wanted.—By-pass Rd., Basingstoke. [7875]

**JACK OLDING, Ltd.**, 8-10, North Audley St., W.1. Official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0813]

**CHARLES FOLLETT, Ltd.**—Officially appointed retailers and repairers, buy good late cars.—15, Berkeley St., W.1. May. 6366. Service works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [8364]

## Rolls-Royce Spares and Service

**JACK BARCLAY, Ltd.**, **L**ARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models. **WORKS**—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625]

**J.R. ENGINEERING CO., Ltd.**, **W**ILL supply bumpers for Continental or pre-war models of Rolls-Royce cars; state chassis number.—Pound Lane, Willesden, N.W.10. Willesden 0054. [3761]

**M. COUPER, Ltd.**, Catherine St., St. Albans 4343. **S**PARES and service. The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire. [0623]

**CHARLES FOLLETT, Ltd.**—Officially appointed retailers and repairers. **S**HOWROOMS: 18, Berkeley St., W.1. May. 6266. **S**PARE PARTS. **S**ERVICE: 12, Wellesley Ave., W.6. Riv 1413. [3858]

**CENTRAL GARAGE, Croydon**, specialists in servicing, complete overhauls, mechanical or coachwork, for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [1397]

**A**LL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westway St., Crystal Palace, S.E.19. Liv. 3362. [1679]

## ROVER 12

**1940** Rover saloon, 10, radio, trumpet horns, other extras.—Autowork (Winchester), Ltd., Tel. Winchester 4334/3406. [7205]

**1939** Rover 10 saloon, black/brown leather, 40,000 miles, perfect; £595.—L. P. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1282. [4203]

**1947** Rover 10 4-door saloon, sunshade roof, black with brown hide upholstery, almost spotless, low mileage; accept £985.—Jack Rowe, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8 [5875]

## ROVER 12

**BROWN'S** for Rovers. **1939** Rover 12hp saloon de luxe, immaculate condition; £595.—Brown's Garage, Loughton (Essex) 4119 (Tube). [12947]

**PRIDE & CLARKE, Ltd.**, **1948** Rover 12 5-seater tourer, grey, blue leather, one owner; £949; terms 16-24 months, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [4397]

**BOON & PORTER, Ltd.**, **1946** 12hp, 30,000 miles; exceptional; £875. **C**ASTELNAU, S.W.13 (by Hammersmith Bridge) Riverside 4444. [4063]

**1947** Rover 12 saloon, black, 16,000 miles, in spotless condition; £985.—London House Motors, Burnham-on-Sea, Som. Tel. 438. [4195]

## MARBLE ARCH (WATFORD):

**1937** Rover 12hp saloon; £450. **W**E welcome part exchanges; cars and commercial vehicles bought for cash. H.P. and insurances arranged. Call phone or write. **MARBLE ARCH MOTOR SUPPLIES, Ltd.**, Lower High St., Watford, Tel. 4491. [3892]

**MCKINNON'S**, Ltd., offer: **1947** June Rover 12 six-window saloon, birch grey, full equipment incl. radio and heater, sliding roof, for lamp, taxed Dec., one owner, very carefully driven 11,000 miles only from new, a real specimen model; £1,125. [4021]

**MCKINNON'S**, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 1404. [3647]

**GORDON'S CARS (LONDON), Ltd.**—1947 Rover 12hp saloon, grey, exceptional order.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [3951]

**1947** Rover 12hp saloon, black, green hide upholstery, one owner, since new, genuine mileage 58,000, rebored at 48,000, taxed, £565. **TIMMIS MOTORS**, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593-4. [1700]

**1947** Rover 12 6-window saloon, black, leather, brown, radio, many extras.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [3776]

**1938** Rover 12hp saloon, colour black, good condition; £450 or nearest offer.—Apply in first instance, Iron Bridge Service Depot, Uxbridge Rd., Southall 2355. [3817]

**1947** Rover 12 6-window saloon, black, leather, brown, radio, many extras.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [3776]

**1935** Rover 12 de luxe saloon, black/blue hide upholstery, excellent condition, mechanically perfect, just overhauled, decarburettors, brakes relined, 3 new tyres, taxed, no offers; £295.—Tel. day Ave. 7833 evenings Wan. 4211. [4165]

**NAYLOR & ROOT, Ltd.**—1939 Rover 12 saloon, black, brown hide, excellent performance and appearance, any trial; £595; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-8 each week-day incl. Saturdays. [4069]

**1936** Rover 14 sportsman saloon, excellent condition, new tyres and battery; £350.—Marsh, Woodgrange Stores, Kensington, Kent. [4490]

**13500** Rover 14 6-light saloon, indistinguishable new.—Lionel H. Pugh, 15/14, Brooks Mews, W.1. [7937]

**ROVER 14** 1934, rebuilt and fitted alloy 2-4-sport body 1950, new hood, tyres, etc., good appearance and performance, taxed, details on request; nearest £1,940, Rokeby Park, Epsom, Surrey. [3661]

**465** gns.—Rover 14 (August, 1938) 4-door sports saloon, black, sliding head, brown leather, very good condition, taxed, terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4358]

**1946** (Dec.) Rover 16 sal., brown leather, radio, unmarked.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [3770]

**ROVER 16** 1937, v.g. condition, recent £200 overhaul and respray, ex. running order, one owner, no driver; £275 or nearest offer.—25, Dulwich Village, S.E.21, before 6 o'clock P.M. 0083. [4193]

**WARWICK WRIGHT, Ltd.**, offer: **1948** Rover 75 sports saloon, suede green, leather, radio and heater, 12,000 miles; £1,575. [41575]

**1949** Rover 60 sports saloon, black, brown leather, 15,000 miles; £1,395. [41575]

**1949** Rover 60 sports saloon, black, brown leather, 15,000 miles; £1,395. [41575]

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [4421]

**3000** miles, Rover 75 sports saloon, green.—2, Blenheim Gardens, Wembley, Tel. Arnold 2010. [4146]

**3000** miles, Rover 60 saloon.—British & Colonial Motors, Ltd. 13-14, Upper St. Martin's Lane, W.C.2. Tem. 3583. [4232]

**1949** (March) Rover 75 sports saloon, 14,500 miles, grey, green leather, radio.—Hartley, Exporter, Lydney, Glos. Tel. 281. [4144]

**1948** (July) Rover 60 sports sal., black, grey leather, radio, 11,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [3779]

**1948** Rover 75 de luxe saloon, finished green leather upholstery, heater, genuine, 8,000 miles only, as new throughout; trade enquiries welcomed. [3779]

**MOTORISTS (LONDON), Ltd.**, Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [3301]

**1948** (July) Rover 60 de luxe 6-light saloon, finished black with grey leather upholstery, 10,000 miles only, one owner, fitted built-in radio, heater, taxed, as new throughout; trade enquiries welcomed. [3301]

**MOTORISTS (LONDON), Ltd.**, Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [3480]

**1948** Land-Rover, 14,000 miles, one owner, any examination; £595.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [3218]

**LAND-ROVER** 1949 Land-Rover, 22,000 miles, perfect condition; £575.—Clayton's Cars (London), Ltd. 337, Euston Rd., N.W.1. Tel. Euston 5226 (5 lines). [3783]

**1949** gns.—1949 Land-Rover, colour green, 11,000 miles, excellent condition.—Raymond (Ware) Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044. Open till 7 p.m. six days a week. [3483]

**1949** Land-Rover, tractors, moderate mileage, excellent condition, one owner, £525; exchanges and hire purchase arranged.—Golly's Garage, Ltd., Earl's Court Rd., S.W.5. Froisher 0063. [1873]

**ROVER MISCELLANEOUS** **HENLYS, Ltd.**, **E**NGLAND'S Largest Rover Distributors. **S**LECTION of all models at attractive prices. **DEVONSHIRE House**, Piccadilly, W.1. (Grosvenor 2287). **HENLY House**, 385, Euston Rd., N.W.1. (Euston 2287). **S**POTS at:—**M**ANCHESTER (Blackfriars 7843). **B**RISTOL (Bristol 21326). **B**OURNEMOUTH (Bournemouth 6314). **N**ORTHAMPTON (Northampton 967). **C**AMBERLEY (Camberley 77). **S**TREATHAM (Streatham 7751). **S**HOUSLOW (Hounslow 3454). **F**INCHLEY (Finchley 0061). **G**RAT WEST RD. (Ealing 3477). **C**AMDEN TOWN SERVICE STATION (Gulliver 4141). **H**ENLYS, Ltd., England's Leading Motor Agents. **C**AMDEN MOTORS.—Rover 10hp sal. 1933, sound condition, runs well, genuine opportunity at £195. **C**AMDEN MOTORS.—Rover 10hp saloon, 1936-7, maroon, leather to match, very clean coachwork, lively engine, several extras, Fram. Bosch passlights, etc.; £290. **C**AMDEN MOTORS.—Rover 10hp saloon d. lux. 1939, finished Rover grey with blue leather, excellent condition, new Dunlop tyres; £625. **C**AMDEN MOTORS.—Rover 10hp saloon de luxe, March 1940, immaculately finished in black with brown leather, fitted works reconditioned engine February 1950, total mileage since fitted 2,940 genuine opportunity at the price; £695. **C**AMDEN MOTORS.—Rover 10hp saloon de luxe, June 1940, immaculately maintained by one owner, superb finish in Rover green, use limited to basic ration only, small mileage; £875. **C**AMDEN MOTORS.—Rover 12hp saloon de luxe, 1936, black (original finish), blue leather, tip-top mechanical order, twin passlights, demisters, etc.; £595. **C**AMDEN MOTORS.—Rover 12hp saloon, May, 1947, a most immaculate Rover, maintained and equipped entirely regardless of expense, sparkling black finish; the upholstery, which has been protected by a set of tailor-made loose covers, is just like new, extra luxuries include a vacuum heater, Rumber oil coil, special Fram filter etc., mechanical condition is every bit as outstanding as the appearance, nominal mileage only; £1,140. **C**AMDEN MOTORS.—Rover 12hp saloon, 1947 model, similar to above, slightly higher mileage, immaculate Rover green finish; £990. **C**AMDEN MOTORS.—Rover 14hp sportsman's 4-light saloon, 1936, nicely finished in maroon, leather to match, large rear luggage boot, modern lines and instruments, good performance; £295. **C**AMDEN MOTORS.—Rover 14hp saloon, de luxe, 1937-8, in tip-top mechanical order, engine just undergone major overhaul at works, 2 owners, several extras; £645. **C**AMDEN MOTORS.—Rover 14hp saloon de luxe, 1939, original black cellulose with green leather, whole car in clean condition for the year, brand new tyres and etc.; £645. **C**AMDEN MOTORS.—Rover 14hp sportsman's saloon, 1938, one of the most genuine pre-war Rovers it has ever been our pleasure to handle, condition absolutely original right down to the nuts, black cellulose practically unmarked, blue leather upholstery similar, stored 1940-1945, all tyres just renewed; £625. **C**AMDEN MOTORS.—Rover 14hp saloon de luxe, 1939-40, one owner since new, exceptional condition, moderate mileage, fitted Delaney heater; £695. **C**AMDEN MOTORS.—Rover 14hp saloon de luxe, 1936-7, immaculate car, spotless black with brown leather interior, unmarked, small mileage; £955. **C**AMDEN MOTORS.—Rover 16hp sports saloon, 1938, late property of civil engineer, maintained and serviced by main distributors, general mechanical condition very much above average for the year; £595. **C**AMDEN MOTORS.—Rover 16hp saloon de luxe, registered January 1948, really superb specimen, one owner since new, flawless appearance, deep maroon finish with interior to match, very low mileage, latest type H.M.V. push-button built-in radio; £1,125. **C**AMDEN MOTORS.—Rover 75, 1949 series (Oct. 1948), condition virtually as brand new, superbly maintained by one owner since new, negligible mileage, built-in H.M.V. radio, etc.; £1,545. **C**AMDEN MOTORS.—Rover 14hp Special 4-light sportsman's saloon, 1938, magnificent lines and performance, many special features not found on lower horse-power models, brand new tyres; £595. **C**AMDEN MOTORS.—Rover specialists.—Largest stock of fully guaranteed used Rovers in the country; these and 1940 other cars actually in our showrooms ready for immediate purchase, general post-free catalogue. Free delivery anywhere in the United Kingdom. Easy and confidential hire purchase facilities. Purchasers' fares refunded from any part of the country. Showrooms open until 3 p.m. Monday to Saturday. **C**AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [4046]

**B**EARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3548. **R. P. FOWELL MOTORS**, 144, for Rover Cars.—E. East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4316-9. [0701]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SINGER

## SPORTS CARS







## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Standard Cars Wanted

**R** ROWLAND SMITH'S, the Standard buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.  
**P**OST-WAR Standard required, cash payment.—Morley, 54, Broadbent Rd. S.W.2. Tulse Hill 4488, 10859  
**M**ARSTON MOTOR Co., Ltd., for your Standard.—Tel. S.A. 8000.—Seven Sisters Rd., Tottenham N.15. 10181  
**C**ASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southampton. Tel. 2268  
**J**ACK OLDING, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5243. 10870  
**P**ROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 134-198, Kings Rd., S.W.3. Flaxman 4801-2-3. 3716  
**T**ARNES MOTORS, 103, Cricklewood Broadway, S.W.2, require modern Standard cars in real good cond.; cash or exchange.—Tel. Glia. 2480. 10431

## Standard Spares and Service

**S**TANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds. 2. Tel. 294359.  
**R**PAIRS and service for Standard and Triumph cars by the Standard agents.—Kerross Garage, Highbury Grove, N.5. Canonbury 3190. 10294  
**S**TANDARD spares for all models, largest provision of stockists.—Hollingshead Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). 10859  
**S**ARE parts by return of post, quote by name, number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 3151. 10266  
**B**ROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned units.—Bridgeway Rd., Harrow Weald, Middlesex. Tel. Grimsby 561. 10475  
**L**ANKESTER ENG. CO., Ltd. (distributors in Surrey since 1911); full range of spares; phone, write or call; orders dispatched immediately.—39-43 Eden St., Kingston, Kin. 3151. 10266  
**S**TANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate. Distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. 10266  
**J. K. MOTORS, Ltd.**, have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. 10367  
**H**ALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5968-9. 10002  
**S**TANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange agents.—Standard & Triumph Sales, Ltd., London Distributors, Junction 4 Boundary Rd. and Abbey Rd. St. John's Wood, N.W.8. Maids Vale 9114 (10 lines). 10158

## STUDEBAKER

**D**ICKS CAR SALES offer:—  
**1938** Studebaker 30hp President saloon, definitely unmarked; £425.  
**D**ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.W.5. 6888-9. 14389  
**G**ATEHOUSE offer 1948 Studebaker fourseam drop head coupe, 15,000 miles; r.h. steering, one owner; £2,450.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. 11174  
**G**ORDON CARS (LONDON), Ltd.—1949 (1950 series) Studebaker Commander Regal convertible fourseam coupe, r.h. drive, grey/red leather, radio, etc., 1,600 miles only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. 13946  
**P**EARCE & J., finest Studebaker champion in England; 1949 model, r.h. drive, 2-door saloon, latest "new look," cellulosed tan colour (original), very small mileage, fitted full equipment, superb car, impossible to replace; one lady owner; £1,375.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. 13903  
**S**impson's MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker.—Wembley 3903.

## SUNBEAM

**S**UNBEAM 20hp, 1928, dismantling, spares available.—Apply J. C. Hague, Esq., Cryfield Grange, Kemble, Wiltshire. 3741

## SUNBEAM-TALBOT

**C**AR MART, Ltd.  
**1947** Sunbeam-Talbot 10 tourer, 8,000 miles; £335.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. 13443  
**M**ONTROE MOTORS offer:—

**1940** Sunbeam-Talbot 10 saloon; £565.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. 1171-2. 14464  
**T**OM GARNER, Ltd., offer:—

**1949** Sunbeam-Talbot 90 saloon, green with brown leather, 6,000 miles  
**T**OM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. 13730  
**W**ARWICK WRIGHT, Ltd., offer:—

**1949** Sunbeam-Talbot 90 saloon, satin bronze, red leather, radio and heater, 15,000 miles; £1,350.  
**1949** Sunbeam-Talbot 80 saloons, silver green, buff leather, 13,000 miles; £1,350.  
**1949** Sunbeam-Talbot 90 saloon, black, buff leather, radio, 12,000 miles; £1,350.  
**1949** Sunbeam-Talbot 90 saloon, satin bronze, red leather, 4,000 miles; £1,395.  
**1949** Sunbeam-Talbot 80 saloon, satin bronze, red leather, 1,000 miles; £1,375.  
**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. 14422  
**G**UY SALMON AUTOMOBILES, Ltd., offer:—

**1949** (Sept.) Sunbeam-Talbot 90 saloon, 7,000 miles, spare unused; £1,395.—Portsmouth Rd., Thames Ditton, Esherbury 5551-2-3. 13277  
**S**UNBEAM-TALBOT 90 saloon, gunmetal grey, free of cov-nant, 8,000 miles; £1,200.—Write Box 13537

## SUNBEAM-TALBOT

**G**ORDON CARS (LONDON), Ltd.—1949 Sunbeam-Talbot 90 saloon, black, 12,000 miles.—Below.  
**G**ORDON CARS (LONDON), Ltd.—1949 Sunbeam-Talbot 90 saloon, bronze, 9,000 miles.—Below.  
**G**ORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 10hp saloon, grey, one owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. 13952  
**1948** Sunbeam-Talbot 10hp saloon, one owner, gunmetal; £775.—Grove Motors, North Rd., Southall 3477. 12910

**S**—TALBOT 80 (1949), owner driven, 8,500 m., also S—TALBOT 10 (1939), 25,000 m., owner driven; splendid cars.—Box 7337.

**C**AMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1948, black, fawn interior, exceptional condition throughout, low mileage; £795.

**C**AMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1939, finished metallic bronze, fully reconditioned engine fitted less than 12 months ago at speedo reading 12,000 miles, complete servicing chart available for inspection, showing periodical maintenance, etc.; new engine has done very low mileage since fitting and has recently had first decade; all this history can be authenticated; £545.

**C**AMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, original black finish with brown leather, excellent condition throughout, fine engine; £545.

**C**AMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, similar to above but shade less immaculate, tip-top runner and worth special consideration at £495.

**C**AMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, 1947, one titled owner since new, immaculately maintained, nominal mileage; £845.

**C**AMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp foursome drop head coupe, 1947, a less spark, beautifully finished latest shade of metallic maroon with upholstery and brand new hood to match, flawless chrome fittings and accessories; one of the very few to be produced and the actual prototype of the 2-litre 1948 model; tip-top mechanical order, having been extensively overhauled and serviced by distributors. Fitted with twin horn, power steering, excellent suspension, under-bonnet inspection lamp and every luxury that money can buy; £595.

**C**AMDEN MOTORS.—Sunbeam-Talbot specialists; these and 350 other cars actually in stock at our showrooms ready for immediate purchase; write for post-free catalogue; free delivery anywhere in the United Kingdom; easy and confidential hire purchase facilities; part exchanges; purchasers' fares refunded from any part of the country; showrooms open until 8 p.m., Monday to Saturday.

**C**AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). 14044  
**1949** (Nov.) Sunbeam-Talbot 80, fitted radio, perfect, under 2,000 miles; £1,200; no offers.

**1947** Sunbeam-Talbot 10, in first-class condition, bodywork unmarked, radio, low mileage; £875; 3 months guarantee; terms available.—S. E. E. 4172  
**J**ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. 13573

**1948** 2-litre Sunbeam-Talbot, one owner, immaculate, late, £895.—Smith's, 9, Hunter, 9,000 miles, Kensington High St., London, W.14. Tel. Western 2312. 14054

**1949** (Nov.) Sunbeam-Talbot 90 saloon, genuine total mileage 7,600, black, natural hide upholstery, Radiomobile, indistinguishable from new; £1,285.

**F**ALCON WORKS, London Rd., Isleworth, Tel. Hounslow 0011. 13818  
**1939** Sunbeam-Talbot 4-litre sal., recent engine overhaul, sound throughout, unrepainted, bargain; £450.—A. Z. Motors, Palmerston Rd., N.W.6. Mill 4723. 15141

**8600** miles.—1948 (Nov. '47) 2-litre Sunbeam-Talbot saloon, one owner, black with beige upholstery; £985.—R. F. Fuggle, Ltd., Bushey Heath, Herts, Tel. 1685. 12812

**1949** Sunbeam-Talbot 80 saloon, bronze with red leather upholstery, fitted heater, one owner, exceptional condition; £1,125.—R. C. Wimbush, Ltd., 312, Rye Court Rd., London S.W.5. Fremantle 4401. 13946

**545** gns.—Sunbeam-Talbot 1947 10hp sports 4-seater, silver grey leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 4359

**1939** Sunbeam-Talbot 3-litre sports saloon, 4-door sun roof, reconditioned engine, 5,000 miles, fitted wheel discs, radio, and many extras; £450; terms and exchanges.—Turner, 20, Clarendon Rd., London, E.5. 14513

**S**UNBEAM-TALBOT 90 saloon, jewellicent green with fawn leather upholstery, mileage 12,000, beautiful car throughout; we invite inspection of this seductive thoroughbred; £1,275.—Chain Garages, Ltd., Hanger Lane, Western Ave., W.5. Perivale 4404-5. 14263

**1939** Sunbeam-Talbot 3-litre drop head coupe for sale, chauffeur maintained and in excellent condition throughout, engine reconditioned as new by makers, new tyres, resprayed, licensed, inspection and demonstration welcomed Wimbledon or London; £600.—Box 7339, or Tel. Temple Bar 8040, Ext. 19. 14155

**1939** Sunbeam-Talbot 3-litre d.h. coupe for sale, chauffeur maintained and in excellent condition throughout, engine reconditioned as new by makers, new tyres, resprayed, licensed; inspection and demonstration welcomed Wimbledon or London; £600.—Box 7339, or phone Temple Bar 8040 (Extension 19). 14155

**N**AYLOR & ROOT, Ltd.—1948 Sunbeam-Talbot 10 saloon (ref. Amden 1949), smooth grey, 9,000 miles only, indistinguishable from new, any trial; £925; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Bat. 2572. Open 9-6 each week-day, including Saturday. 14071

## Sunbeam-Talbot Cars Wanted

**R** ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.  
**C**AMPBELL immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. 14294

**C**ASH buyers of low-mileage Sunbeam-Talbot 10 and 14-litre; distance no object.—Hattons, Lord St., Southampton. Tel. 2268 10802

**C**RIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—J. C. Cripps, Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham Tel. 46381. 10462

## Sunbeam-Talbot Cars Wanted

**R** ROOTES, DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars. BIRMINGHAM.—Lower Temple St. Central 8411. 10111

**M**ANCHESTER.—129, Deansgate. (Blackfriars 6677)  
**M**ALDSTONE.—(Maldstone 3533.) 14489  
**C**ANTERBURY.—(Canterbury 3232.)  
**R**OCHESTER.—(Chatham 2231.)

**W**ROTHAM Heath.—(Borough Green 4.)  
**R** ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. 10111

**B**IRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. 10059

**T**ALBOT  
**1936** Talbot 10 pillarless saloon, mechanically perfect, new carburettor, tyres and spotlights, etc.; £245.—Bellwood 9376. 13062  
**1934** Talbot 95 saloon, black, green leather, total guaranteed mileage 46,000, paintwork and interior immaculate, mechanically 100%, new Fort tyres and batteries; car for connoisseur; £375.—Campbell Symonds, Wembley 6262. 12965

**325** gns.—Talbot 1938 3-litre de luxe 4-door saloon, black, sliding head, grey leather, wheel discs, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. 14363

**T**ALBOT 105 streamline 4-door sports saloon (Dec. 1936), luxuriously equipped, twin spark lights, discs, black and chromium, fawn leather, immaculate and imposing car; written guarantee; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. 14285

**T**albot Cars Wanted  
**R** ROWLAND SMITH'S, the Talbot buyers.—Hamstead High St. (Hamstead Tube) Ham. 6041. 10991

**T**RIUMPH  
**B**ROOKLANDS.  
**1949** Triumph razor edged saloon, black, beige leather, speedometer reading, 7,000 miles.  
**1949** Triumph 2000 roadster c-up, polychromatic green, red leather, fitted radio, small mileage.

**1948** Triumph 1800 roadster coupe, grey, blue leather, small mileage.  
**103** New Bond St. London, W.1. Tel. Mayfair 8351/6. 13983

**C**AR MART, Ltd.  
**1949** Triumph 2000 Roadster, 5,000 miles; £1,100.  
**1948** Triumph 1800 saloon, 12,000 miles; £1,125.—Car Mart, Ltd., 150, Park Lane W.1. Grosvenor 3434. 13450

**N**EWNHAMS, Ltd.  
**1949** Triumph 2000 roadster, green, with red fitted radio; £935.  
**1949** Triumph 2000 razor-edge saloon, black with fawn, very carefully used.

**N**EWNHAMS House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. 18764  
**T**OM GARNER, Ltd., offer:—

**1949** Triumph 2000 Roadster, gunmetal with red leather, 7,000 miles  
**T**OM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. 13731

**G**. P. (BALHAM), Ltd., offer:—  
**275** gns.—1937 Triumph Gloria 15.8hp 4-door de luxe saloon, all original coachwork, exceptional bargain.—2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Bat. 1107-8-9. 11020

**H. A. SAUNDERS, Ltd., offer:—**  
**1949** Triumph 1800 saloon, grey with grey leather upholstery, 10,000 miles; £1,245.  
**H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho Corner), Hillside 0254. 14211**

**A** CLAND & TABOR, Ltd., offer:—  
**1938** Triumph 2-litre Dolomite saloon, blue-brown leather, beautiful condition, good tyres, 85 m.p.h.; £425.  
**A** PPLY: Weiwy 481. 13919

**W**ARWICK WRIGHT, Ltd., offer:—  
**1949** Triumph 2000 R.E. saloon, gunmetal grey, grey leather, 7,000 miles; £1,395.  
**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. 12060

**G**UY SALMON AUTOMOBILES, Ltd., offer:—  
**1949** Triumph 2000 model, 12,000 miles, immaculate; £1,025.—Portsmouth Rd., Thames Ditton, Esherbury 5551-2-3. 13277

**G**ORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, grey, 10,000 miles.—Below.  
**G**ORDON CARS (LONDON), Ltd.—1948 Triumph 1800 R saloon, black, 8,000 miles.—Below.  
**G**ORDON CARS (LONDON), Ltd.—1946 Triumph 1800 R saloon, black, exceptional throughout.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. 13956

**1948** Triumph 1800 Roadster, nominal mileage, one owner; £875; 3 months' guarantee.  
**C**ARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Green 0254. 13362

**1949** Triumph Roadster 2000, 11,000 miles; £975.  
**1949** Scott Cars, 347, Finchley Rd., N.W.3. Hamstead 7779 and 8676. 14381

**1946** (Nov.) Triumph 1800 Roadster, nominal mileage, as new throughout.—Beardmore, 26, Queensway W.2. Bat. 0136. 13937

**1949** Triumph 2000 R.E. saloon, gunmetal, grey leather, radio, heater, mileage negligible, spare unused; choice of 2.—Below  
**1949** Triumph 2000 roadster, spare unused, 1 owner.—Ripco, Ltd., 16 Abemarle St., Mayfair, W.1. Regent 2992-4. 14117

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**£425**—1936 Triumph Dolomite sportsman saloon, black, blue hide upholstery, 5 very good tyres, in showroom condition.

**MAKIN & HARRISON (MOTORS)**, 492-6, High Rd., Chiswick, Chiswick 0558-2619.

**1949** 2000 Triumph saloon, colour metallic grey, 7,800 miles; £1,275.—Woking Motors (Maybury Hill), 14d., Woking 1928.

**1949** Triumph 2000 model Roadster, radio, etc., unblemished condition.—Colin Haines, Ltd., 50a, Bourdon St., W.I. Mayfair 2338.

**1948** Triumph 1800 saloon, black, 14,000 miles, in spotless condition; £985.—London House Motors, Burnham-on-Sea, Som. Tel. 438.

**1949** Triumph Roadster 2000 model, as new; £1,050.—Park Garage (Moisey), Ltd., Hampton Court Way, Molesey, Tel. 4371.

**1949** Triumph 2000 saloon, radio and heater, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568.

**£695**—Triumph razor-edge saloon, February, 1941, immaculate car, black, beige leather, one lady owner, small miles, radio, etc.

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds., Tel. 2041 (5 lines). 400 cars actually in stock; write for post-free catalogue; hire purchase; part exchanges, free delivery.

**1935** Triumph Gloria 16hp saloon; £285, or 30 monthly instalments of £11/9/10.—The Cooden Engineering Co., Ltd., Bexhill, Cooden 3811.

**1948** Triumph 1800 razor-edge saloon, black, low mileage, beautiful condition.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557-3877.

**7000** miles; 1949 (Oct.) Triumph 2000 model saloon, grey, H.M.V. radio.—Ernest Sutton, Cleve Hill 95 (Clenham). (Trade enquiries only please.)

**1948** Triumph 1800 roadster, silver grey, new head, superb condition; £585.—Sims & Sons, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512.

**1947** Triumph Roadster, 14,000 miles, colour moon roof, radio, etc.—Clayton's Cars & Motor, Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).

**1949** (June) Triumph 2000 saloon, 9,000 miles (Jan.) finished black with beige leather upholstery, taxed December, absolutely spotless throughout; trade enquiries welcomed.

**MOTORISTS (LONDON)**, Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2.

**1948** Triumph razor-edge saloons, black, choice of 2 magnificent cars; exchanges and terms.—Swanmore Garage, 1,176, Churchchurn Rd., Boscombe, Tel. Southbourne 1022.

**£350**—1937 Triumph Vitesse 14/4 sports saloon, N.W.6. Hampstead 6490.

**£230**—or by instalments.—1937 Triumph Vitesse 14hp saloon; 3 months' written guarantee; £230.—Stuart, Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 5532.

**TRIUMPH** Dolomite, 14/4 1939 saloon, mechanical perfect, brown leather upholstery, excellent condition throughout, good tyres; £450.—Hermit Coachworks, 250, Belsize Rd., N.W.6. Mai. 1341.

**1949** Triumph Roadster, polychromatic grey, 8,000 miles, immaculate condition, one owner, any expert examination; £1,000; no offers.—Bryant, 145, Soundwell Rd., Hill Bristol.

**ROSE & YOUNG, Ltd.**, offer 1949 Triumph 2000 Roadster, numerous extras, small mileage, bargain; £985.—65-9, St. John's Wood, London, N.W.3 (1 minute Streatham Hill Station). Tulse Hill 6464.

**899** gns.—1948 Triumph roadster, metallic grey with blue leather upholstery, many extras, low mileage.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Mai. 5084. Open till 7 p.m. six days a week.

**750** gns.—Triumph 1800 (July, 1946) Roadster, silver grey leather upholstery, windom, horns, good tyres, one careful owner, exceptional condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041.

**TRIUMPH Vitesse 1938** black chrome saloon, 2-litre, owner-driven, ex. condition, total mileage 58,000, recoloured 1946, thorough overhaul 1948 cost £1,800; price £500 or owner would consider exchange terms for 8-10hp car.—Brierley, 95, St. Andrew's Road North, St. Annes-on-Sea, Tel. 1638.

## Triumph Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

**R** ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

**W**ANTED, privately, Triumph, under 15,000 miles.—Write Anzor, 24, Lyndhurst Rd., London, N.W.3.

**M**ARSTON MOTOR CO., Ltd., for Triumph, N.W.1. Tel. 8000. Seven Sisters Rd., Tottenham, N.15.

**C**ASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattens, Lord St., Southampton, Tel. 2268.

**B**ITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tem. 3568.

## Triumph Spares and Service

**NEWHAMS, Ltd.**

**TRIUMPH** specialists; service and spares for all models, including Dolomite type radiator grills.—Newham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. (1539)

**B**ASIL ROY, Ltd.—Triumph spares, complete stock of whole and retail.—161, Gt. Postland St., W.1. Langham 7733

**TRIUMPH** spares for all post-war models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322).

**Triumph Spares and Service**  
**STANDARD & TRIUMPH SALES, Ltd.**—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Mai. 5114 (30 lines).

## UTILITY CARS

**CAR MART, Ltd.**  
**1947** Austin 8 utility; £540.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

**COACHCRAFT** offer:—  
**£425**—Genuine 1940 Austin 8 utility brake, attractive dual purpose vehicle, in very superior condition throughout; A.A. or R.A.C. inspection; terms and exchanges.

**COACHCRAFT**, Elm Rd., Evesham. Tel. 6539.

**G.P. (BALHAM), Ltd.**, offer:—  
**120** gns.—1936 Morris 8 utility, replacement engine, any trial.—2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9.

**1949** Bradford utility of lute, in beige, excellent condition, guaranteed; £550.

**G.W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames, Kin. 2241.

**1939** Hillman Minx, with utility bodywork, seating for four, very attractive body; £395.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gl. 2234.

**1949** Bradford utility in blue, one owner, well maintained, superb condition, guaranteed; £525.

**G.W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames, Kin. 2241.

**£365**—1937 Ford V.8 22hp utility, new engine, just fitted, chassis overhauled, literally looks and runs like new.

**£455**—Super modern utility on Hillman Minx chassis (first registered 1947), literally looks and runs like new.

**£395** (registered 1949) Hillman Minx utility with canopy top, excellent throughout; 3 months' guarantee, hire purchase, exchanges.—Lamb's of Wood Green, Finchley Showroom, 421, High Rd., Finchley, N.12. Fin. 6221.

**1939** 40 Ford V.8 22hp 6/7-str. utility, good order throughout.—Autowork (Winchester), Tel. Winchester 4834/5406.

**1947** Alvis station wagon.—Hazlemere Motor Co. (Waltham Abbey), Ltd., Waltham Abbey, Essex, Waltham 3275.

**CASH** MOTORS, Ltd.—1949 Fordson 10cwt fitted 7-str. wooden utility body; written guarantee, 5 years, W. J. Euston 5253.

**1948** (June) Hillman Estate car, fitted loose covers, 20,000 miles, grey.—Telford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338.

**PACKARD** Straight 8 Utility van, 7-seater, rear seat removable, unlimited carrying capacity with special ash body, well maintained and serviced.—Box 7341.

**£265**—Nash Ambassador 1938 series, fitted with unusually good ash coachbuilt station wagon body, seating for 6 with ample luggage space, very impressive vehicle, worth double.—Eltham 6240.

**1949** 50 estate car wanted.—Beeston, Burley Farm, Alfreestone, Derby. Tel. Derby 57611.

**CASH** buyers of low-mileage utilities; distance no object.—Hattens, Lord St., Southampton, Tel. 2268.

**ROWLAND SMITH'S**, the Utility car buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

**GOOD** utilities, post-war chassis required 8-16hp.—G Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

## VAUXHALL 10

**MARBLE ARCH (WATFORD)**—  
**1938** Vauxhall 10hp saloon, £375.

**WE** welcome part exchanges; cars and commercial vehicles bought for spot cash, H.P. and insurances arranged.—Call, phone, or write.

**MARBLE ARCH MOTOR SUPPLIES, Ltd.**, Lower High St., Watford, W.10. Watford 3393.

**1939** Vauxhall 10 saloon de luxe, black with brown leather upholstery, engine not run in for rebores, whole car in immaculate condition throughout; £395.—Black & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051.

**NAYLOR & ROOT, Ltd.**—1947 Vauxhall 10 saloon, black, brown upholstery, superb condition throughout, radio and heater, recommended; £695; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday.

## VAUXHALL 12

**£475**—1939 Vauxhall 12 de luxe saloon, black, original paintwork in exceptional condition throughout.

**MAKIN & HARRISON (MOTORS)**, 492-6, High Rd., Chiswick, Chiswick 0558-2619.

**1948** Vauxhall 12 saloon, fitted heater, condition equal to new; £785.—B. & H. Motors, 1,468, High Rd., Whetstone, London, N.20. Hillside 6671-2.

**595** gns.—Vauxhall 12 1946 de luxe 4-door saloon, black, sliding head, brown leather, heater, carefully used, excellent condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

## VAUXHALL 14

**1947** Vauxhall 14 saloon; £775.—Blue Star Garages, 617, Finchley Rd., N.W.3. Ham. 2255.

**1939** Vauxhall 14 J type saloon de luxe, positively equal to 1946 model with engine as good; £485.

**MAGDALEN MOTORS**, 311, Trinity Rd., Wandsworth Common, Battersea 5573.

**£325**—1938 Vauxhall 14 de luxe saloon, black, nominal mileage, 5 very good tyres, in excellent condition throughout, taxed; terms; exchanges.

**MAKIN & HARRISON (MOTORS)**, 492-6, High Rd., Chiswick, Chiswick 0558-2619.

**1947** Vauxhall 14hp saloon, in very nice condition; £775.—Gordon Wooderson 48a, Drestead Rd., S.W.16. Streatham 8539.

## VAUXHALL 14

**1938** Vauxhall 14 touring saloon, taxed, guaranteed; £310; payments—Oldfield, 4, Russell Gdns., Mews, Kensington, Part 7780.

**1948** Vauxhall 14 J type saloon, beautifully maintained; £845; below.

**1939** Vauxhall 14 J type saloon, black, green leather, chauffeur maintained, much above average car; £565.—Robbins, East Putney, Tel. 4581.

**1937** Vauxhall 14, very good condition, good tyres; £245.—Smiths Car Sales, 70 & 72, Balham High Rd., S.W.12. Tel. Balham 2127.

**1947** (Nov.) Vauxhall 14 saloon, blue, 14,000 miles, one owner, beautiful condition, many extras, radio, etc., any trial; £525 or nearest.—Downland 2864.

**1938** model Vauxhall 14 de luxe saloon, black, whole car in immaculate condition throughout.—Harrison, 48, Brunswick Gdns., Barking, Hford. 1428.

**1947** (Aug.) Vauxhall 14 de luxe saloon, radio, spotlight, taxed, low mileage, showroom condition; £515.—348, King St., Hammersmith, Riverside 2837-8.

**1946** Vauxhall 14, black, brown leather, one owner; £710.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1428.

**1937** Vauxhall 14, black with brown leather upholstery, in exceptionally good condition throughout; £525.—Black & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051.

**1948** Vauxhall 14 de luxe saloon, finished black leather upholstery, 15,000 miles, fitted radio, taxed, December, in real superb condition throughout; trade enquiries welcomed.

**MOTORISTS (LONDON)**, Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2.

**1937** (model) Vauxhall 14 touring saloon, black, exceptional condition; £435; exchanges, terms.—39, College Crescent, Hampstead, W.8 (Service Cottage Tube), Pri. 5514.

**1947** (September) Vauxhall 14hp saloon, black, reconditioned engine, 8,000 miles, radio, one owner; £765.—Vandervell's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Pri. 5514.

**1935** Vauxhall 14 3-seater with dickey seat, cream with blue leather upholstery, this car has just been recoloured, an unusually attractive type of body; £250.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051.

**1935** Vauxhall 14/6 1938 4-door touring saloon, metallic silver-grey, blue leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**TANKARD & SMITH, Ltd.**, offer 1948 Vauxhall 14 saloon, in black with brown leather genuine 20,000 miles only, as new in every respect; £825; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—136, King's Rd., S.W.3. Tel. Flaxman 4801-2.

**1946** Vauxhall 14 saloon, black, leather interior, low mileage, fitted with Ekos car radio, defroster, Neteq spot lamp; £725; also 1937 Vauxhall 14 touring saloon, in very good condition throughout; £295.

**1935** Vauxhall 14, black, 200-220, Cricklewood Broadway, N.W.2. Gl. 2234.

**VAUXHALL WYVERN & VELOX**  
**PRIDE & CLARKE, Ltd.**

**1949** Vauxhall Velox saloon, black, leather, radio, heater, outstanding; £925; terms 18-24 months; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 4396.

**TOM GARNER, Ltd.**, offer:—  
**1950** series (Sept., 1949) Vauxhall Wyvern saloon, bronze with brown leather, 4,000 miles.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester 2. Blackfriars 9265-6.

**WARWICK WRIGHT, Ltd.**, offer:—  
**1949** Vauxhall Velox saloon, black, brown leather, radio, 9,000 miles; £975.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761.

**S.G. SMITH (MOTORS), Ltd.**, offer:—  
**1949** Vauxhall Velox, really immaculate, 2,200 genuine mileage £985.

**S.G. SMITH (MOTORS), Ltd.**, 13-19, East Dulwich S.E.22. Tel. 4422.

**1949** Vauxhall Wyvern, radio, heater, 9,000 miles; £985.—Broadway Motors, 67, High St., Hounslow, Tel. 0175.

**1948** (series) Vauxhall Wyvern saloon, finished black/fawn cloth, excellent condition; £885.—Kerridges, Alton, Tel. 2224.

**1950** (series) Vauxhall Wyvern, finished in black with beige leather upholstery, fitted heater, 2,200 miles; £985; terms; exchanges.

**MASON BROTHERS (MOTOR SHOWROOMS)**, 151-153, Fitzwilliam St. (off the Moor), Sheffield, Tel. 24687.

**1949** (Oct.) Vauxhall Velox saloon, 2,900 miles, blue/grey leather, as new.—Telford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338.

**A** PERFECT example of this most popular model, A 3,000 miles, a truly magnificent Vauxhall Wyvern saloon 1950 series (November, 1949), finished metallic bronze, brown leather, one owner, full equipment, taxed, Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146.

**VAUXHALL 25**  
**1936** Vauxhall 25hp saloon, in very good condition throughout; £200.

**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hounslow, Mounthly 5228 and 5774.

**L**IMOUSINE 1938 25hp, partitioned, widest occ. L. lionais, leather upholstery throughout, black; £845; Seen.

**A** LPE & SUNDERS, Providence Court, North Andley St., Mayfair 2941.

**VAUXHALL MISCELLANEOUS**  
**S**HAW & KILBURN, Ltd., for Vauxhalls.

**IT** is important that the car you purchase is in excellent condition throughout.

**SELECTION** of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328.

10017



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## VAUXHALL MISCELLANEOUS

## MONTROSE MOTORS, offer:—

**1938** Vauxhall 14, radio; £345.  
**1940** Vauxhall 12, recollused; £425.  
**1940** Vauxhall 10; £385—Montrose Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [4465]  
**H. A. SAUNDERS, Ltd.**—1946 Vauxhall 14 saloon; £660.—Below.  
**H. A. SAUNDERS, Ltd.**—1949 Vauxhall Velox saloon, 12,000 miles; £375.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [4084]  
**GORDON CARS (LONDON), Ltd.**—1949 Vauxhall G Wyvern, 5,000 miles.—Below.  
**GORDON CARS (LONDON), Ltd.**—1949 Vauxhall G Wyvern, 12,000 miles.—Below.  
**GORDON CARS (LONDON), Ltd.**—1947 Vauxhall 14hp T saloon, choice of 2, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3954]  
**HAMILTON MOTORS (LONDON), Ltd.** 466/490, Edgware Rd., London, W.2. Paddington 022 (12 lines). Vauxhall main dealers.  
**1937** Vauxhall 12hp car, body in good condition, mechanically sound.  
**1947** Vauxhall 14 saloon, J type, mechanically sound.  
**1948** Wyvern, 12,000 miles, black, exceptional condition.  
**1949** Velox, 12,000, black, leather upholstery, radio fitted.  
**ALWAYS** a good selection of used Vauxhalls in stock: H.M.L. will purchase for cash all Vauxhall cars, including latest models. [7950]  
**VAUXHALL** and other makes of used cars in good condition; let us know your requirements. Tel. Lxbridge 757, Gregory's of Uxbridge. [10039]  
**GRAHAM BROTHERS (MOTORS), Ltd.**, main dealers, 7-15 Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; upon inspection invited. [10283]  
**Vauxhall Cars Wanted**

**C.M.T.S.**  
**THE CAR MART, Ltd.**, wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975]  
**SHAW & KILBURN, Ltd.**, Vauxhall main dealers.  
**WILL** purchase modern Vauxhall cars.  
**4/6** Berkeley Square, W.1. Grosvenor 4328. [10018]  
**ROWLAND SMITH'S**, the Vauxhall buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041, 10994  
**LATE** model Wyvern or Velox wanted.—Brown & Malleson, Ltd., Brixton, Tel. 22522. [18884]  
**I REQUIRE** post-war Vauxhall urgently.—Fortune, 17 Astwood Mews, S.W.7. Tulse Hill 2768 (day). [9714]  
**DIMPSON'S MOTORS (WEMBLEY), Ltd.**, wish to purchase all models Vauxhall Wembley 3905.  
**POST-WAR** Vauxhall required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488, 10860

**URGENTLY** required, all makes of Vauxhall cars.—Corbett & Taylor, 22, Conduit Mews, W.2. Amb. 694. [28886]  
**BRITISH & COLONIAL MOTORS, Ltd.**, require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tel. 350. [42350]  
**CASH** buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. [08005]  
**GOLDEN** low-mileage Vauxhall 10, 12 and 14hp cars. **M** urgently wanted; write or call.—Golly's Garage, Ltd. 111a, Carl's Court Rd., S.W.5. Fro 0063 0929.  
**1937**—1959 Vauxhall Grosvenor limousine wanted; good condition essential. Price and full particulars. Modern Car Hire, 1, Pinlay Rd., Gloucester, Tel. 22688.  
**HAMILTON MOTORS (LDN.) Ltd.**, Vauxhall main dealers, urgently require Vauxhalls of all types 466-490, Edgware Rd., London W.2. Call, write or phone Paddington 0022. [0689]

**Vauxhall Spares and Service**  
**CROYDON AUTOMOBILE COMPANY, Ltd.**  
**VAUXHALL-BEDFORD** rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamo, starters, distributors, etc., exchanged at 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—  
**BEDFORD** House, 360/365, London Rd., Croydon. B. Tel. Thornton Heath 3276 (14 lines). [0205]  
**BROADWAY MOTOR CO.**

**WE** specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.  
**CARBOKES**, differential units, front suspension units, engines, large stocks of Vauxhall spares.  
**BROADWAY MOTOR CO.**, 7-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 6363, Grams Autospares, Wimb. London. [10633]  
**EGHAM MOTOR CO.**, for Vauxhall cars, spares and service.—Eggham By-Pass, Egham 131. [10198]  
**FOR** Vauxhall mudguards, running boards. 1933-9.—Brooks 5 and 6, Frederick Place, Brighton. [10861]  
**TRIANON**—Gear boxes, reconditioned units, on exchange plan; for all 10, 12, 14hp, 25hp and BYO models; stock deliveries.  
**TRIANON**—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with king pins and inch shock absorber 14hp DX and J types.  
**TRIANON**—Practically all parts for Vauxhall 10, 12, 14, and 25hp cars available; if in difficulty your enquiries invited.  
**TRIANON**—Springs, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.  
**TRIANON**, Aerodrome Rd., Watford Way, Hendon, W.4. Hendon 7605-5.  
**BROMLEY & District**—Consult Davis & Hill, 10157 the local Vauxhall and Bedford spares and service specialists.—Bromley Common, Ravensbourne 2634.

## Vauxhall Spares and Service

**K. J. MOTORS, Ltd.**—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-9. [0398]

## VETERAN CARS

**WELHAM'S**, Veteran car specialists, Surbiton Hill Rd., Surbiton, Elmbridge 873, buy and sell. [0201]

## VINTAGE CARS

**ROLLS** 20 saloon 1924, outstanding condition, £135; Lancia Lambda saloon 1927, good original condition, £100; Citroen tourist 1922, outstanding condition, 35mpg, £55; exchanges.—90, Brighton Rd., Banstead, Surrey. Burgh Heath 1520. [4162]

## VOLKSWAGEN

**COLBORNE GARAGE**, 444 Kipling, Surrey. Tel. 2561.—Sole distributors for Great Britain. Sales service and spares. [0375]

## WOLSELEY

**EUSTACE WATKINS, Ltd.**, the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.  
**1947** Wolseley 18hp saloon, black, brown leather engine one owner.  
**1947** 14 saloon, black, brown leather, 17,000 miles, one owner.  
**ALSO** other post-war Wolseley models available.

**LOW** mileage Wolseleys are scarce; should your model not be in stock put your names on our used cars register for early notice.  
**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [3971]  
**BOON & PORTER, Ltd.**

**1946** 18hp, leather upholstery, radio, exceptional condition; £255.  
**1949** "Four-Ply", 3,000 miles, almost new; £1,175.  
**CASTELNAU, S.W.13** (by Hammersmith Bridge), Riverside 444. [4060]  
**PAGE BROS.**, Bexhill-on-Sea:—

**1946** Wolseley 18-25hp saloon, sliding head, black, mileage 30,000, first registered March, 1946; taxed to 31.12.50; £750.—Page Bros., Morris House, Bexhill-on-Sea. Tel. 2255. [4506]  
**MARBLE ARCH (WATFORD):—**

**1937** Wolseley 14hp coupe, overhauled; £450.  
**WE** welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged.—Call, phone, or write.  
**MARBLE ARCH MOTOR SUPPLIES, Ltd.**, Lower High St., Watford. Tel. 4491. [3894]  
**WARWICK WRIGHT, Ltd.**, offer:—

**1946** Wolseley 18/25 saloon, black, brown leather, 19,000 miles; £950.  
**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [1345]  
**PHILIP RICKARDS, Ltd.**, offer:—

**1949** Wolseley Six-80, grey, H.M.V., 8,000 miles.—4, Brick St., Park Lane, London. [4106]  
**H. A. SAUNDERS, Ltd.**, offer:—  
**1949** Wolseley 4/50 saloon, maroon with brown leather upholstery, 1,000 miles; £1,250.  
**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., Hillside 0024. (100 yds. North of Talley Hot Corner). [4210]  
**MEBES & MEBES, Ltd.** (Est. 1895), offer:

**1946** Wolseley 8hp de luxe four-door saloon, black, brown leather upholstery, coachwork, mechanical condition and tyres excellent, limited mileage, one owner, taxed £575.—The Broadway, Mill Hill, N.W.7. Tel. 2040. [3020]  
**WOLSELEY** 12 saloon, '37; £250.—Bays, 3661 Saturdays or after 6 p.m.  
**H. A. SAUNDERS, Ltd.**, 1936, Wolseley 12 saloon, 18,000 miles; £775.—Below.  
**H. A. SAUNDERS, Ltd.**, 1936, Wolseley 12 saloon, 18,000 miles; £775.—Below.  
**H. A. SAUNDERS, Ltd.**, 1940-144, Golders Green Rd., N.W.11. Speedwell 0011. [4087]  
**JOHN CAMPBELL MOTORS**, 415, Holloway Rd., N.7. North 4441. [2926]

**1948** Wolseley 8 4-door saloon, green, brown leather upholstery, in new condition throughout; £675.  
**HUNGERFORD MOTORS, Ltd.**, 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [3863]  
**BEARTS** of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 5248. [0083]

**325 gms.**—1938 Wolseley 14 saloon de ville, superb condition.—Autospins, 5, Balham High Rd., Balham 1509. [4050]  
**1939** Wolseley 12hp saloon, blue; £550.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [3805]

**WOLSELEY** 14 saloon, excellent, guaranteed; £410; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3970]  
**CATEHOUSE** offer:—1938 Wolseley 18 saloon; £425.  
**CATEHOUSE MOTORS, Ltd.**, Highgate Village, London, N.6. Mole 4444. [3508]

**1937** Wolseley 25hp saloon; carefully maintained, exceptional condition; £280.—Talbot Garage, Henley 222. [4152]  
**1940** model Wolseley 14 saloon, recent new engine, radio, superb order; £565.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [4053]

**1949** Wolseley 6/30, black, 12,000 miles, leather interior, unmarked; £1,185.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [4131]  
**GORDON CARS (LONDON), Ltd.**—1948 Wolseley 18-80 G saloon, green, 11,000 miles, immaculate order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3955]

**1939** Wolseley 12 saloon, completely reconditioned; 2 from £500.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [4051]

## WOLSELEY

**REMARKABLE bargain!**—Wolseley 14 (10.7.46), in excellent condition throughout, open any inspection: £325.—A.Z. Motors, Palmerston Rd., N.W.6. May 4723. [4283]

**LIMOUSINE** 1936 25hp, partition, forward seat, leather, magnificent specimen; £785. See:—Alps & Saunders, Providence Court, North Audley St., Mayfair 2941. [3845]

**1949** (November) Wolseley 6/80, 8,000 miles only, maroon with brown leather; £1,295.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [4339]

**£195**—1935-6 Wolseley 12hp de luxe saloon, recent reconditioned engine, good tyres, bargain!—Barr Motors, 150-154, West End Lane, N.W.6. Hampstead 6490. [4313]

**£175**—1933 Wolseley 12hp saloon, reconditioned engine, original coachwork, very clean; h.p. terms arranged.—Monahan Motors, 594, London Rd., Thornton Heath 5081. [4471]

**CEDARS GARAGE**—All our used cars are carefully selected, tested and overhauled in our workshops before being offered for sale with a 3 months' written guarantee and 2 free after-sales services.  
**1939** Wolseley 14 saloon; this car has been maintained from new by one fastidious owner, black with brown leather, fitted radio; we believe this to be the finest example of its marque in the country to-day; £595.  
**CEDARS GARAGE**, Lee Terrace, Lewisham. Lee 4407. [4407]

**1948** Wolseley 8hp 4-door saloon de luxe, black, moderate mileage, one owner, excellent condition throughout, £625; exchanges and hire purchase arranged; Cedars' Garage, Ltd., Earl's Court S.W.5. Frobbisher 0053. [1872]

**265 gms.**—Wolseley Super 6 1936 21hp de luxe 4-door saloon, black, sliding head, brown leather, good tyres, very good condition; terms, exchanges, let, open 9-7 four-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4360]

**18-80** Wolseley 1938 (April) saloon, black, grey leather, radio, reconditioned engine and chassis, this year at cost of £125 (bills shown), probably best example anywhere, taxed; £410.—Apply Manager, Gold Hotel, Woodhall Spa, Lincs. or Fullers Garage, Ltd., Woodhall Spa 2157. [3687]

**Wolseley 4/50 Cars Wanted**  
**C.M.T.S.**  
**THE CAR MART, Ltd.**, wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212. [10018]  
**Wolseley 6/80 Cars Wanted**  
**C.M.T.S.**  
**THE CAR MART, Ltd.**, wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gros. 3434. [10018]  
**Wolseley Cars Wanted**  
**ROWLAND SMITH'S**, the Wolseley buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

**EUSTACE WATKINS, Ltd.**, as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.  
**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [3971]  
**WEYBRIDGE AUTOMOBILES, Ltd.**, the Wolseley distributors, urgently require late-type Wolseley; Tel. Weybridge 235. [0540]

**1938** saloon 21hp wanted, sound mechanically, reasonable cost; letters.—Thomas, 26, Sunny Hill, Hendon, N.W.4. [1775]  
**CASH** buyers of low-mileage Wolseley 8/24, 14/60, 4/50; distance no object. Huttons, Lord St., Southampton. Tel. 2268. [08005]  
**7-SEATER** Limousines 25hp Series 3. Details please. Alps & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [1225]

**BLAKES**, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool 1, Tel. Royal 6622. [1775]  
**JACK ROSE, Ltd.**, require low mileage post- and pre-war Wolseley cars.—Stafford Rd., Wallington, Surrey, Wallington 6677/8. [9269]

**AFROACH** us first before disposing of your Wolseley car.—Tankard & Smith, Ltd. 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [3720]  
**1939** Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son 55, Marylebone High St. W.1. Tel. Welbeck 1101-3. [1764]

**Wolseley Spares and Service**  
**W. JACOBS & SON.**  
**WE** specialise in spares and repairs for all models of Wolseley cars.  
**W. JACOBS & SON**, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0485]  
**WOLSELEY** 25hp Phase II and III spares.  
**WE** can offer immediate delivery of £1,500 of new spares for the above, comprising of the following: all engine parts, complete gear boxes or parts, clutch parts, back axles, complete or parts, including complete diff. assemblies, front axles or parts, halfshafts, hubs, brake drums and brake cables, road springs, silencers; all ball races; all steering parts, including steering wheels, head and side lamps, radiators and chrome grills and casings, and all electrical parts, etc. etc. also reconditioned engine complete with all components, a/h gear box, steering complete, and good chassis frame; whatever part you wish we can supply it; moderate prices.—Nethergate Garage, Ltd., 154, Nethergate, Dundee, Scotland, Tel. Dundee 5006/3004. [3760]  
**WOLSELEY** spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707]

**LARGEST** and quickest spares service in the south of England.—Hewens Garages, Ltd., Reading, Tel. 4456. [0807]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

## Wolsley Spares and Service

FOR Wolsley mudguards, running boards, 1935-46.—Brooks, 5 and 6, Frederick Place, Brighton. (0386)

**R. HARDY & SON**, 55, Marylebone High St., W.1. Welbeck 1101. Spares, reconditioned unit service and repairs for all Wolsley series models. (19571)

**EUSTACE WATKINS**, Ltd., Chelsea Manor St., S.W.3 (Plaxman 5181), for Wolsley service; complete overhauls, coachwork and reconditioned engines. (0277)

**BROCKHURST GARAGE**,—Harrow agents for Wolsley; sales, service, spares, reconditioned units.—Oxbridge Rd., Harrow Weald Middlesex. Tel. Grimsby 551. (10904)

## MISCELLANEOUS CARS

**KING'S AUTOS**, King's Autos, King's Autos. ENGLAND'S easiest hire purchase terms.

LOW deposits drive away same day.

EVERY car guaranteed for 3 months.

**£475**—1940 Austin 10/4 4-door de luxe sun saloon, this beautiful car is in immaculate condition, reconditioned engine, just fitted 5 new tyres, beautifully finished in black with natural hide upholstery; £195 deposit.

**£375**—1938 Austin 12/4 4-door sun saloon de luxe, recently extensively re sprayed black with brown hide upholstery, engine recently reconditioned, 5 practically new tyres, a splendid car, in showroom condition; £125 deposit.

**£335**—1940 Austin 8 4-seater roadster, fitted with new hood and screen, re sprayed black with brown leather upholstery, new engine recently fitted, 5 brand new tyres; £110 deposit.

**£335**—1938 Hillman 14 4-door de luxe saloon, a really immaculate car, finished in black, red leather upholstery, in exceptional mechanical condition and remarkable performance; £110 deposit.

**£465**—1938 Rover 10 4-door de luxe sun saloon, an exceptional car, 2 owners only from new, beautifully finished in black with real blue leather upholstery; £170 deposit.

**£415**—1939 Austin 16/6 4-door de luxe sun saloon, re sprayed black, lined wood with natural hide upholstery, 5 practically new tyres, this car in all respects is comparable to new; £135 deposit.

**£295**—1937 Ford V.8 30hp saloon, just re sprayed black with fawn rep. upholstery, new engine recently fitted, in really nice condition throughout; £95 deposit.

**£365**—1947 (registered) Vauxhall 12 4-door de luxe sun saloon, this car has been completely re sprayed in black and reupholstered throughout in red leatherette, new headlinings and carpets, 4 practically new tyres, throughout an immaculate car; £120 deposit.

WILL you please note that any of the above cars can be demonstrated to you at your own home if you are living within 30 miles of Ilford.

PLEASE telephone your enquiry.

ANY car, motor cycle or van taken in part exchange.

**KING'S AUTOS**, King's Autos, King's Autos.

**725**—727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537

OPEN week-days 9 a.m. to 7 p.m. (3294)

## MISCELLANEOUS CARS

## RAYMOND WAY.

**RAYMOND WAY**, of Kilburn.

**RAYMOND WAY**, the hire-purchase specialists!

5% discount for cash customers.

**200** cars under £300: drive away immediately on our Atomic-on-the-spot-hire purchase system: no fuss, no formalities, no enquiries, every car plainly marked with price and year: top price in part exchange for good vans and motor cycles.

**RAYMOND WAY**, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line.) Maids Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

**ROBBINS**, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 28 years.

## Miscellaneous Cars Wanted

## R

**ROWLAND SMITH'S**, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays, Hampstead 6041 (10 lines). (0696)

## MARBLE

## ARCH

**MOTOR SUPPLIES**, Ltd.—Spot cash buyers of all makes and models.

**HIGH ST.**, Watford, Herts. Tel. Watford 4491. (0185)

**SERIES M** Morris 10 and Austin 16.—S. Bowen & Sons, Hillside Garage, High St., Edgware. (9647)

**EAST SHEEN**,—Gresswell's Garage urgently wish to buy all makes of pre-war cars.—Pro. 2612. (0375)

**8** and 10hp cars, 1938 onwards, wanted.—Full details to Jennings Bros. Motors, Ltd., Sutton Coldfield.

**BRIDE & CLARKE**, Ltd., offer immediate cash payment for any make or model: quotation by return.—Stockwell Rd., S.W.9. Bri. 6251. (0734)

**RAYMOND WAY**, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (2006)

**NAYLOR & ROOT**, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolsley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5273. Open 9-6 p.m. each week-day including Saturday. (5347)

**GENUINE** low-mileage cars wanted urgently; hire purchase, insurance, road taxing on the spot; tyres, batteries, all accessories; always 40-50 cars to choose from at Kings Motors, 1, High St., Hounslow, Hou. 3532. Have a walk round our showrooms; no obligation to buy—no badgering or worry; please yourself.

**AMBULANCES**—Civilian models, immediate delivery: large selection.—Lawton-Goodman (Ambulance Makers), 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (7274)

## MOTOR COACHES

**ROSE & YOUNG**, Ltd., offer 1937 Dennis coach, 20-seater, forward drive, sun roof, twin rear wheels; bargain; £225.—65-69, Stenhouse Ave., Streatham Hill S.W.2. (1 minute Streatham Hill station). Tulse Hill 6464. (1371)

## AMBULANCES

**ROSE & YOUNG**, Ltd., offer 1937 Dennis coach, 20-seater, forward drive, sun roof, twin rear wheels; bargain; £225.—65-69, Stenhouse Ave., Streatham Hill S.W.2. (1 minute Streatham Hill station). Tulse Hill 6464. (1371)

## COMMERCIAL VEHICLES

## COACHCRAFT offer:—

**£135**—1937 Morris 10hp 10cwt forward control, exceptionally good order throughout, £50 overhaul a few weeks ago by local agents, details of work can be supplied, several new tyres, taxed and ready for immediate use, delivery of new van cause of sale.

**£190**—1940 Hillman/Commer 10hp 10cwt van, attractive modern vehicle, in very superior order throughout, one stripped by us and new components fitted as necessary, good tyres, taxed.

**1949** Ford 10cwt van, 6,000 miles, as new, offers invited, terms and exchanges.

**COACHCRAFT**, Elm Rd., Evesham. Tel. 6539. (4128)

## H. A. SAUNDERS, Ltd.

**1946** Austin 10cwt van; £375.

## H. A. SAUNDERS, Ltd.

**1949** Austin A40 van, 13,000 miles; £635.

**AUSTIN** House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (3062)

## ACQUIER, Ltd., offer:—

**FORD** (ex-W.D.) 15cwt truck, 4x2, excellent condition; £115.

**FORD** 1937 25cwt van, exceptionally good body and chassis; £215.

**BREAKDOWN**, twin booms, power operated equipment, side jacks, etc., fitted on 3/5ton Ford chassis, reconditioned engine; £395.

**FORD** Mercury factory low loader, 6x4ft platform, twin rear; £175.

**CLARKSON** tractor, excellent condition; £175.

**DODGE** ex-W.D. 3/5ton l.h.d. truck, fitted twin rear, exceptional condition; £225. Another, right-hand drive dropped truck, low mileage, single rear; £250.

**AUSTIN** ex-W.D. 30cwt truck, excellent condition; £175.—225-7, Hammermith Rd., W.6. Riverside 6677-8. (1704)

## KING'S MOTORS, offer:—

**MORRIS** 8 van, 42, Fordson van, 37 Morris 10 van.—King's Motor, 1, High St., Hounslow. Tel. 3532. (4418)

## SELBORNE (MAYFAIR), Ltd.

**1949** Jowett Bradford utility, 3,200 miles only.

**82** Park St. W.1. (2892)

## DICKS CAR SALES offer:—

**1949** Austin A40 van, low mileage, positively unmarked; £225.

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9. (3288)

## PALMERS MOTORS, Ltd., offer:—

A LIMITED number of unregistered Bedford for immediate delivery.

**BEDFORD** 30cwt van (2 sizes).

**BEDFORD** 3/5-ton chassis and cab.

**BEDFORD** 5/5 trucks.

THE above vehicles are rebuilt, fitted with new coachbuilt bodies and are indistinguishable from new, carrying a 6-months' warranty; trade invited; exchange and deferred terms.—53, York St. Twickenham, Tel. Popesgrove 1890 and 7087. (3498)

## HAROLD RADFORD &amp; Co., Ltd.

**1949** Jowett Bradford Utility, 5,800 miles.

**1948** Fordson 5cwt Utility, 17,000 miles.

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 5642 (5 lines).

## HOLDSTOCK ENGINEERING, Ltd.

**1947** Standard 14hp van, choice of two.

## HOLDSTOCK ENGINEERING, Ltd., Sittingbourne.

**KINGS MOTORS**, of Hounslow, offer:—

**£310**—1942 Fordson 10hp kown van, unwritten body, completely overhauled throughout, new tyres.

**38** Morris 8 van, unwritten body, fitted 3 new tyres, 2 very good, 40mps, sound condition; £175 or offer.

**37** Morris 10 van in grey primer, a good reliable vehicle; £195 or offer.

**KINGS MOTORS**, 1, High St., Hounslow. Tel. 3532. (3563)

## D. J. SHEPHERD &amp; Co. (ENFIELD), Ltd.

**1950** Reliant 3-wheeler van, mileage 500, colour blue, bargain, taxed; £260.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Hovard 1651. (3561)

**1949** Austin 25cwt 3-way van, small mileage, in primer; £600.

**DARSONS & PARSONS (GARAGES)** Ltd., Potter St., Harlow Potter Street 121. (2016)

## MOTOR HEARSES

**A LPE & SAUNDERS** immediate delivery; Highest Quality 1950 Hearse, Guarantee Certificate.

**AUSTIN** Sheerline, Humber Pullman chassis with brand new Deck or Bearer bodies.

**1938** Eighteen Austin 7ft Six Deck Hearse, four bearers, lavishly equipped, 1950 Coachwork.

**BRAND** new Silver Wraith unregistered new Hearse, fully guaranteed, £5,780. Immediate Delivery.

**ROLLS-ROYCE** 1937 30hp and modern Phantom fitted 1950 Bearer, also Deck streamlined Coachwork latest designs, exclusive equipment. Seen.

**A LPE & SAUNDERS**, Limousines and Hearses, Providence Court, North Audley St., Mayfair 2941. (1364)

THE best hearse in the country is built by Woodall Nicholson, Ltd., Well Lane, Halifax. Second-hand usually in stock. Est. 1846. Tel. 4231. (1961)

**125** gns.—Armstrong 20 horses, 4-bearer, recond. engine; deferred terms; also streamlined 4-bearer body, suit any long chassis, £65.—Taylor 37, Elvaston Place, S.W.7. Western 0489. (2659)

**ARTHUR MULLINER**, Ltd., invite enquiries for the de luxe hearse bodies they are building on the new Humber Pullman and Austin Sheerline limousine chassis, best type roadster.

**BRIDGE** St., Northampton. Tel. 307. (6613)

## MOTOR CYCLES FOR SALE

## RAYMOND WAY.

**100** new motor cycles all makes in stock for immediate delivery, also a selection of second-hand soles and combinations, all taken in exchange.—Raymond Way, the hire-purchase specialists, Kilburn Bridge, N.W.6. Maids Vale 6044 (10 lines). (3600)

**S. A. COLES**, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchange, hire purchase, or for the Motor Cyclist, 364-368, High St., Leyton, E.10. (0341)

## 3-WHEELERS

**MARBLE ARCH** (WATFORD):—

**1933** Morgan 3-wheeler, £125.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurance arranged.—Call, phone, or write.

**MARBLE ARCH MOTOR SUPPLIES**, Ltd., Lower High St., Watford. Tel. 4491. (3885)

## MOBILE CANTEENS, KITCHENS, ETC.

**FISH** and chip mobile canteen, ready for use; £150.—209, Northolt Rd., S. Harrow. Byron 3666. (3889)

**1948** Austin 25cwt canteen, 5,000 miles only, fitted with frying equipment, stainless steel sink, cupboards, opening slides, with awnings; £625.

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**MOBILE** shops, kiosks, offices, canteens, fish and chip, ice cream, snack bars, from £100; delivery from stock; hire purchase, lists and illustrations on application.—Lawton, Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (9437)

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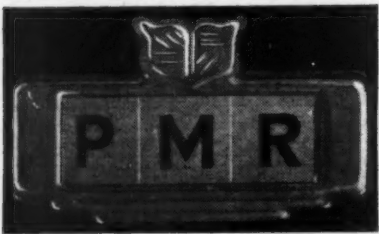
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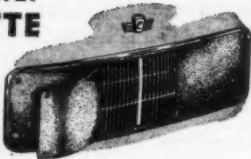
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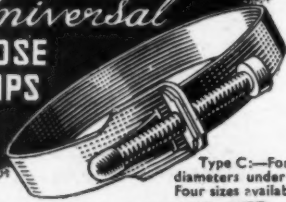
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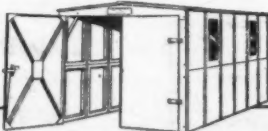


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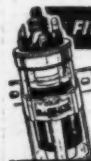


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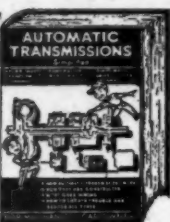
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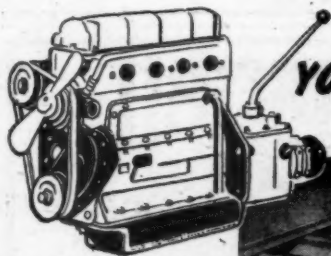
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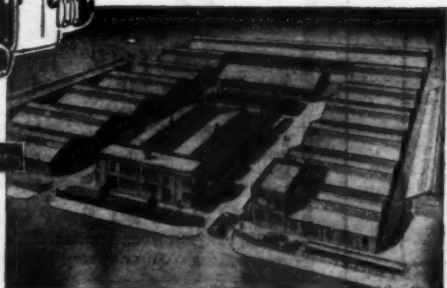
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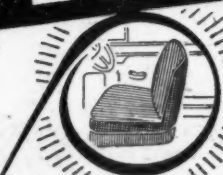
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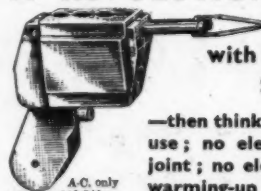
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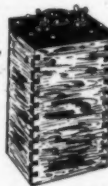
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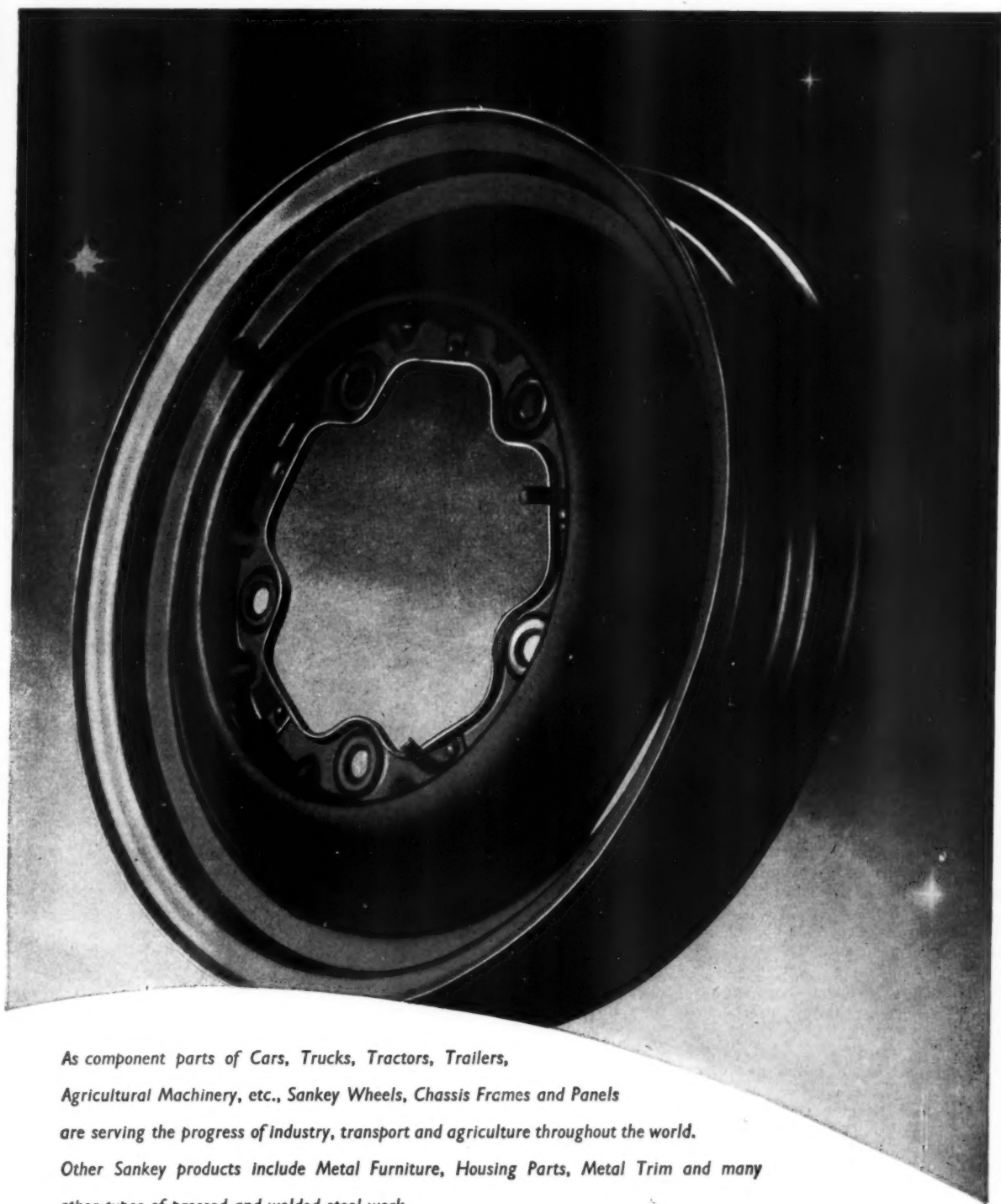
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